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大英九月十二號 禮拜四
中華民國己巳年八月初十日

ESTABLISHED 1846

TO-DAY'S DOLLAR. — The closing rate of the dollar on demand, to-day was 1/11 3/16.

bilious?
PERHAPS ITS EYES!
Some forms of eye strain cause biliousness. Our examination will quickly determine whether you need glasses or not. We never prescribe glasses unless they are necessary.
LAZARUS
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No. 27,282 HONG KONG, THURSDAY, SEPTEMBER 12, 1929. PRICE \$3.00 Per Month.

BRITISH RIGHTS ANOTHER CASE OF INFRINGEMENT HANKOW OUTRAGE Part Of Company's Total Capital Demanded TREATY PRIVILEGES

Public opinion here has been somewhat taken aback by the action of Hankow Municipality in demolishing the transit sheds belonging to Messrs. Butterfield and Swire, a well-known Far East firm. No resistance has been offered by the Company, which is apparently content to leave the matter for officials to settle according to law.

To-day, however, we have received news of a further case of infringement of British rights at Hankow. The Wuhan Utility Bureau has issued an ultimatum to the Hankow Light and Power Co., a British concern, demanding the accounts and plans of the Company, together with a fifth of one per cent. of the Company's total capital as registration fee.

The Company has referred the Bureau to their Treaty rights, and the matter will be arbitrated between the two Governments concerned.

AN IMPERTINENT ULTIMATUM

Hankow, Yesterday.

It is understood that, although the work has been ordered to stop, the demolition of Butterfield and Swire's godown still continues. The firm did not require any action to be taken to prevent it, as it would in all probability have resulted in a boycott of British shipping—British Naval Wireless.

Hankow, Yesterday.

Accompanied by armed soldiers, Municipality employees recommended the demolition of Butterfield and Swire's transit sheds at four o'clock this afternoon, no resistance being offered by the company.

Another case of infringement of British rights is being set afoot here, consisting of an ultimatum by the Wuhan Public Utility Bureau to the Hankow Light and Power Company, which is a British concern quoted by the London Stock Exchange. The ultimatum demands within seven days copies and all account books and plans of the power station and electrification system, together with the payment of one-fifth of one per cent. of the Company's total capital as a registration fee.

The management has replied, inter alia, "the demands are not due, but we must inform you that as a British registered company, trading in a Treaty Port, we are entitled under our treaties to certain rights and privileges and no interference with the same can be permitted unless and until the matter has been discussed between the British and Nationalist Governments, and a satisfactory agreement reached.—Reuter.

case to be dealt with for commitment, Mr. Lo. I think it is in the interest of the man himself to go down. When are you ready to go on, Mr. Murphy?

Mr. Murphy: I must ask for time, I am not ready to go on now.

Mercy of the Court

Magistrate: I understand the man is throwing himself at the mercy of the Court, or that was the impression I had at the previous hearing.

Mr. Lo remarked that he was glad that his Worship considered the misunderstanding was cleared, and the only remark that he had to make now was that his Worship did intimate at first that it was a case for commitment, but after his Worship had heard Major Wolfe-Murray he remarked that it altered the whole aspect of the case.

Mr. Hamilton said that Mr. Lo was only reopening the argument and added: "I will give you a date. I will hear this case, when?"

Mr. Lo: As early as you like; anything you like, your Worship; if the case is for commitment—He himself very naturally prefers that you deal with him. As far as I understand your Worship's intimation—perhaps I had better put it this way: As commitment or non-commitment is up to you, I don't know if your Worship wants the facts of this case to be brought to your notice before you discharge your power of commitment—the option rests with you.

Magistrate: I have very definite powers and fully intend to exercise them either way. I am prepared to meet you as far as possible. I will hear the case as one for commitment, and can always use the option after hearing the circumstances. I want to point out that it is in defendant's favour to put all before the Court, and whether or not I deal with him—I believe not—it would in any case be to his advantage to send all the facts up to the Judge.

To Amend the Charge

Some discussion then followed as to date for hearing of the case. Mr. Lo said that he was otherwise engaged for the next few days, but as he did not want the accused to be held longer than necessary in custody because he could not appear, he suggested that his Worship fix any day next week, he would get his brother to come up for him.

Magistrate: I gather that the charges will stand?

Mr. Murphy: That charge of misappropriation will have to be amended. I shall have to alter misappropriation to alteration of valuable cheques.

Hearing of the case was finally fixed for the afternoons of Wednesday and Thursday of next week.

VOLUNTEERS FUNDS POLICE NOW ASK FOR COMMITMENT CHARGE AMENDED

So Chang-man, a clerk employed at the Volunteer Headquarters, made another appearance before Mr. E. W. Hamilton, at the Central Magistracy, this morning, in connection with the case against him of allegedly uttering forged documents and misappropriation of Volunteer Funds.

Mr. H. K. Holmes, Crown Solicitor, was present in Court, together with Mr. T. Murphy, Assistant Director of Criminal Investigation (prosecuting), and Mr. M. K. Lo (defending).

Magistrate: Are you in this case for the Crown, Mr. Holmes?

Mr. Holmes: No, your Worship. I understand that my name was mentioned, and I am here out of courtesy to the Court.

Mr. Hamilton: Really, I cannot understand how all this misunderstanding has arisen. I pronounced definitely that this is a case for commitment. I have very definite powers on that. It appears that this had been anticipated, and it was put to me that I might take it summarily. I objected from the point of view that the only point that will make me change my mind is, as in many other cases that are civil, a submission from the direct people who are the man's employers, in what is a serious case of defalcation. That was my position. I am afraid I did not put it forward very successfully. I said if the man's employers put it forward to me, I was prepared to take the case summarily.

You are in charge of this case, Mr. Murphy?

Mr. Murphy: Yes, your Worship.

Magistrate: What are your instructions?—My instructions are to ask you to deal with this as a case for commitment.

Magistrate: That is my original view. I was perfectly right?

Mr. Lo (aside to Mr. Murphy): You are asking for what?

Mr. Hamilton: Asking for the

AUSTRALIA ON HIGH POLICY CAUTIOUS ACTION UNABLE TO MAKE DEFINITE ANNOUNCEMENT OPTIONAL CLAUSE

Geneva, Yesterday.

Major Marr (Australia) told the League Assembly that he had hoped to associate Australia with Britain, Canada and India, and announce that Australia would sign the Optional Clause in the present session, but in view of the political situation in Australia he was unable at present to make a definite announcement on a subject of high policy.—Reuter.

EXPORTING OPIUM SHIPMENT OF 2,000 TAEIS TO MANILA LOCAL CHINESE CHARGED

Revenue Officer Grimmer this morning preferred a serious charge against a Chinese named Lam Kau, of unlawfully exporting opium from the Colony.

The case came before Mr. E. W. Hamilton, at the Central Magistracy, and the accused was defended by Mr. Leo d'Almada, sen.

Mr. Grimmer asked for a week's remand as a cable had just been received from Manila stating that 2,000 taeis of opium had been seized there. He wanted the remand for the Government to consider whether or not to bring the Manila Customs Officer concerned to Hong Kong to give evidence of the finding of the opium.

Mr. Hamilton said that he wanted some facts before granting the application.

On "President Jackson"

The Revenue Officer then stated that the accused was alleged to have gone to the Admiral Oriental Line and shipped through them a bale which he represented was piece goods consigned to a man named Wong Yik in Manila. The bale was shipped on the s.s. "President Jackson." The accused was supposed to have called for the bill of lading to be forwarded to Manila, but did not show up again.

At first Manila only cabled that opium consigned from Hong Kong had been seized, so they had to wait until now when a second cable was received stating that the opium amounted to 2,000 taeis, and were found in a bale shipped on the "President Jackson."

The Magistrate pointed out that the prosecution must prove that the bale containing the opium was the same one shipped by the accused from Hong Kong; and shipment by the accused must also be proved.

Mr. Grimmer said that he understood that, and by next week would be able to tell his Worship whether or not the Government would go on with the case.

Liable to \$250,000 Fine!

Mr. d'Almada suggested that the Magistrate should fix a definite date for hearing, say, ten days from now. He did not want his client to have such a charge above his head for an indefinite period.

The Magistrate said that Manila was a long way off, so he would give the prosecution reasonable time. He would give a week's remand and if by that time the witness had not yet arrived from Manila, he would take evidence available in Hong Kong and then give another remand.

Mr. d'Almada raised the question of bail, and Mr. Grimmer said that it must be very substantial.

Mr. Hamilton said that the bail depended on the amount of fine.

Mr. d'Almada: It is only \$250,000! (Laughter).

Mr. Hamilton: Yes, and in fixing bail it is usual to add a little more! (Laughter).

The accused was remanded until next Thursday without bail.

INDIAN FLOODS MANY VILLAGES WASHED AWAY SITUATION SERIOUS

Karachi, Yesterday.

The flood situation in the south Sind District is very serious, owing to breaches and spills of water from the Indus and canals. Sixty small villages near Khanwahar were washed away and the whole of the Kandiaro district was being flooded. Eight villages were washed away near Kotri, as well as many villages in other districts.—Reuter.

CHANGE IN SOVIET CAMPAIGN PEACE LEAFLETS PROMISES TO REFRAIN FROM AIR ATTACKS ARREST REPRISALS

Yakov, Yesterday.

It was stated from Harbin this morning that Soviet planes dropped leaflets over Pogradichnaya pledging to refrain from further air attacks.

It was reported from Vladivostok that 1,000 Chinese at Habarovsk and Vladivostok were arrested and herded into detention camps by the Soviet authorities.

Russian Prisoners

Harbin, Yesterday.

During the last two days several hundreds of Soviet citizens were arrested and interned. Reports concerning the frontiers are conflicting. Official information states that Suifenho and Djalnor have been evacuated by the Soviet troops, and that yesterday no military operations occurred, although Soviet aeroplanes, in addition to scouting over the railway lines, have appeared on several occasions over Mullin and the Mullin coal mine.—Reuter.

Earlier Cables

Mukden, Yesterday.

An official communique says that fighting at Manchuli stopped on the evening of September 9. The railway, telegraph and Customs staffs have returned to Pogradichnaya.—Reuter.

POLICE PANTS PAWNBROKER'S ASSISTANT IN TROUBLE PLEA FOR LENIENCY

Lo Wai-ying, an assistant in the Tung Fung Pawnshop, 44, Wuhu Street, appeared at the Kowloon Magistracy this morning, before Mr. T. S. Whyte-Smith, for having taken into pawn a pair of blue serge trousers marked "H.K.P.-W.99" on July 8.

Mr. F. C. E. Rendall, for the defence, entered a plea of "guilty" to a technical offence. He pointed out to his Worship that the defendant did not know English as he had tried himself in his office. The Chinese were used to the Government Crown mark, but when it came to English lettering they did not know what it was.

Mr. Rendall added that his client had only been a recent worker in the pawnshop, which had been established for 30 or 40 years and that this was the first offence. In view of that, he asked the Magistrate to show leniency.

Det.-Sergt. Humphreys, interposing, said that all Government property was marked with a broad black arrow, and that it was unmistakable.

Considering that the offence was not technical, his Worship imposed a fine of \$50. He ordered the trousers to be returned to the Government without paying compensation to the pawnbroker.

A STREET BRAWL CHINESE ASSAULTED WITH BAMBOO STOOLS MONEY TROUBLES

Two Chinese were this morning charged before Mr. E. W. Hamilton, at the Central Magistracy, with disorderly conduct by fighting in Wanchai-road. Two admitted fighting, but the other said that he was merely separating them. A constable said, however, that he saw two of the accused assaulting the other. They both struck him with bamboo stools.

It transpired that one of the accused owed another some money and the trouble arose when he tried to put off payment, several men assaulting him.

As this man was more or less the victim of the others, the Magistrate decided to discharge him with a caution. One of the two others gave his age as 16, and the Magistrate remarked: "A very large 16, Inspector Macdonald!" The Inspector replied that he thought that he was "more like 20." His Worship ordered this "youth" and the other accused to pay fines of \$5 each, or go to jail for eight days.

AMERICAN CONGRESSMAN DIES IN SLEEP HOUSE ON FIRE

Battle Lake, Minnesota, Yesterday.

The Labour Congressman, O. J. Kvale, was burnt to death while asleep, owing to his house catching fire.—Reuter.

DOG CASES

Arthur Alves, 289, Kowloon Tong was this morning at the Kowloon Magistracy fined \$5 by Mr. T. S. Whyte-Smith for allowing his dog to be abroad in Montague Ede Road on August 28 at 10 a.m.

A fine of \$10 was imposed on the manager of the National and Commercial Savings Bank (Yaumati Branch) at 353, Nathan Road, Kowloon, for keeping a one-year-old dog without a licence and for letting it to abroad in Bowring-street without a muzzle.

SIR G. F. CLAYTON HIGH COMMISSIONER OF IRAQI DEAD AFTER PLAYING POLO

Bagdad, Yesterday.

Brigadier-General Sir Gilbert F. Clayton, K.C.M.G., High Commissioner of Iraq, collapsed after playing polo to-day, and died.—Reuter.

(Sir Gilbert Clayton, who was born in 1875, the son of Lieut.-Col. W. L. N. Clayton, was educated at the Royal Military Academy, Woolwich, and entered the Army in 1895. He was promoted to Captain in 1901, and served with the Egyptian Army, 1900-1910. From 1910 to 1919 he was employed under the Sudan Government.

The deceased acted as Director of Intelligence in Egypt, 1914-17, and from 1917-19 Chief Political Officer to the Egyptian Expeditionary Force. He served in the European War (being mentioned in despatches several times), and was appointed Advisor to the Ministry of the Interior, Egypt, 1919-22, and Chief Secretary to the Government of Palestine, 1922-25. He was a Pasha of Egypt.)

NAVAL SCANDAL SENATE ORDERS FORMAL INVESTIGATION THE 1927 CONFERENCE

Washington, Yesterday.

The Senate has ordered a formal investigation of the activities of the American shipbuilding corporation represented at the Geneva Naval Conference in 1927.—Reuter's American Service.

FAIR GENERALLY

To-day's weather report, from the Royal Observatory states:

The anti-cyclone remains stationary over south Manchuria. The trough now extends from Indo-China across the Philippines to the Pacific.

Forecast:—N.E. winds, moderate; fair generally.

PARLIAMENT'S FATE AUSTRALIAN GOVERNMENT DISSOLVED GENERAL ELECTION SOON

Canberra, Yesterday.

Parliament has been dissolved.—Reuter.

[The Government was defeated by 35 votes to 34 on the Hughes amendment at the Committee stage of the Arbitration Bill. The Bill had passed the House of Representatives, after a fierce battle.

A general election is likely before October 31.]

BURNED TO DEATH

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MERCANTILE BANK

The Mercantile Bank of India, Limited, has declared an interim dividend of 8 per cent. per annum less income-tax.

TRIGO WINS THE ST. LEGER RACE OF THRILLS SPLENDID FINISH FOUGHT BY BOSWORTH AND HORUS

London, Yesterday.

The result of the St. Leger, run this afternoon at Doncaster, over a course of just over one mile and three quarters was:

Trigo (Beary) 1
Bosworth (Weston) 2
Horus (Elliott) 3

Fourteen ran. Won by a short head, with three quarters of a length between second and third.

Betting:—

5 to 1 against Trigo.
9 to 1 against Bosworth
25 to 1 against Horus.

Trigo was ridden by Beary; otherwise runners and jockeys were identical with the list of probabilities previously cable.

The field was:

Trigo (Mr. Barnett) Beary.
Hotweed Garner.
Bosworth Weston.
Totalisator Perryman.
Posterity (Mrs. Gorney) Taylor.
Haste Away J. Childs.
Mr. Jinks (Maj. McMahon) H. Beasley.

Leader Fades Out

With a quarter of a mile to go, the hunt on En Garde had told its tale and the leader faded out. Pennycomequick had also shot her bolt with that effort up the straight. Bosworth was now in the lead, Trigo was second and Horus third.

Hasteaway had come into the picture with a late effort and joined issue with the three leaders in a splendid race for the winning post, these four drawing away from the remainder of the field.

Thrilling Finish

Bosworth and Trigo fought every stride, but Trigo (the Derby winner) won by the barest of margins—a short head. Horus, after battling gallantly, had failed to come up by three-quarters of a length, but retained third place.

Hasteaway finished fourth. En Garde stuck on to be fifth past the post, with Pennycomequick sixth.

The time was 3 minutes 3. 2/5 seconds.—Reuter.

LOCAL MEETINGS

Jockey Club Pluckily Carry on

In an advertisement appearing elsewhere in this issue of the "China Mail" are announced the provisional dates of the extra race meetings of the Hong Kong Jockey Club.

The Stewards entertained grave doubts as to the advisability of holding Extra Meetings in October, and it was only on the representations of members, owners and the public, and in the interests of the sport, that they have agreed to do so.

The Stewards request the forbearance of members and the public with the inconvenience inevitably attendant upon the building operations now in progress on the race-course. No effort has been spared in pushing forward the erection of the new stands, and probably the rate of progress in the face of ad-

MURDER TRIALS FOR NEXT WEEK THE SESSIONS LIST SEVEN CASES IN SEPTEMBER CALENDAR PRESSURE BEFORE VACATION

September Criminal Sessions will open earlier than usual, the first day fixed by his Honour the Chief Justice (Sir Henry Gollan, C.B.E.), according to the "Government Gazette," being Monday, the 16th (at 10 a.m.). The 18th of the month is the ordinary day and the start is often postponed when a holiday or week-end intervenes. This time it is being put ahead because the Long Vacation of the Supreme Court commences after the conclusion.

Last month there was only one short case which lasted a morning. This time there are seven cases in the calendar, three being of murder. In addition to the Chief Justice, his Honour the Puisne Judge (Mr. Justice Wood) will also sit.

The first case before the Chief Justice, on Monday is that of Lam Ling, who is being served to-day with an indictment for the murder of a policeman, Sapuran Singh, in Yaumati, on July 10.

Sincere's Case

Three cases have been set down in Mr. Justice Wood's Court on Monday. The first concerns Wong Yee-him, charged with assault by two or more on August 9 with intent to rob, at No. 7, Kui Yin-fong, 2nd floor.

The second is the sequel to the alleged burglary at the Sincere Co., Ltd., No. 173, Des Voeux-road Central, on the night of July 25-26. Tung Yee-hing faces two counts in an indictment of shopbreaking and stealing a quantity of jade jewelry. Yuan Ping-chung is charged with receiving some of the jade.

The third case before the Puisne Judge relates to an alleged offering of a bribe of \$200 to a public servant, Mr. W. R. Hillyer, Chief Inspector of Junks and Cargo Boats, Harbour Department. The prisoner's name is Ip Lam.

Tuesday's Cases

Providing the first murder trial has concluded, the Chief Justice will preside on Tuesday morning (at half past ten) in another murder case. The prisoner then will be Yung Kwai-tin, alias Liu Sung-tin, who is alleged on July 25 to have murdered Ah Tsou, alias Yeng Lek-hong, in Cross-street, Wanchai.

The third murder case is anticipated to commence also on Tuesday before the Chief Justice. Yim Yat-hong is the prisoner. The date is given as August 1. The locality is stated to be Second-street, Sai-yung-pun district, and the name of the deceased is put down as Lo Kau.

If the first three cases before the Puisne Judge are disposed of on Monday, the trial of Luis Oliva, a Filipino barber, will commence on Tuesday morning. He is charged with rape and indecent assault on July 20, the complainant being Natividad Frailadora, married woman, of No. 5, King's terrace, Kowloon; and of common assault on the same day against the woman's husband.

SISTER'S DEATH FUNERAL AT ROMAN CATHOLIC CEMETERY

We regret to record the death of Sister V. Rozario, which occurred yesterday at noon after a long illness. The deceased was 74 years of age.

There was a large gathering at the Roman Catholic Cemetery this morning to pay their last respects. Among those present were:—The Right Rev. H. Valtorta, the Rev. Father R. S. Brookes (who officiated at the graveside), several other clergymen, the members of the Caenossian Institute, the French Sisters and other nuns, and the students of the Italian Convent.

ARREST OF A MAYOR

Canton, Yesterday.

A Wuchow radio says that General Li Ming-shu has despatched troops to Wuchow to place under arrest Mr. Yuan Hing, the Mayor of Wuchow.—Canton News Agency.

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Current Accounts opened in Local Currency and Foreign Exchange subject to the usual conditions of deposit and interest on application.
 Hong Kong, 12th May, 1929.

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THE YOKOHAMA SPECIE BANK,
LIMITED.

Established 1880.
 Capital (fully paid-up) Yen 100,000,000
 Reserve Fund Yen 100,000,000

Head Office: YOKOHAMA.
 Branches and Agencies at:
 Alexandria, Newchwang, Batavia, New York, Bombay, Osaka, Buenos Ayres, Peking, Calcutta, Rangoon, Canton, Rio de Janeiro, Changchun, Saigon, Dairen (Dalny), San Francisco, Fengtien (Mukden), Seattle, Hankow, Shanghai, Tientsin, Hong Kong, Singapore, Kobe, Yokohama, London, Los Angeles, Lyons, Vladivostok, Manila, Nagasaki, Nagoya.

Interest allowed on Current Accounts and fixed deposits according to arrangements.
 Every description of Banking and Exchange Business transacted.
 Safe Deposit Boxes to let.
 A. LECOT, Esq., Manager.
 Hong Kong, 1st May, 1929.

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 Hong Kong, 1st May, 1929.

THE CHARTERED BANK OF
INDIA, AUSTRALIA & CHINA.

Incorporated by Royal Charter, 1853.
 HEAD OFFICE: LONDON.
 Paid-up Capital £3,000,000
 Reserve Fund £2,000,000
 Reserve Liability of Proprietors £3,000,000

HEAD OFFICE: HONG KONG.

BOARD OF DIRECTORS:
 S. S. Ho, Esq., Chairman.
 W. H. Bell, Esq., Deputy Chairman.
 H. M. B. D. P. Bell, Esq., T. S. Pearce, Esq.,
 A. H. Compton, Esq., J. A. Plummer, Esq.,
 M. T. Johnson, Esq., J. P. Warren, Esq.,
 B. Lander Lewis, Esq., G. M. Manager.
 Hon. Mr. A. C. Ho, Esq.

BRANCHES:
 AMOY, HANKOW, HONGKONG, KANTON, SHANGHAI, TIENTSIN, YOKOHAMA.
 AGENTS: HONGKONG, KANTON, SHANGHAI, TIENTSIN, YOKOHAMA.
 CREDIT: HONGKONG, KANTON, SHANGHAI, TIENTSIN, YOKOHAMA.
 EXCHANGE: HONGKONG, KANTON, SHANGHAI, TIENTSIN, YOKOHAMA.
 REMITTANCE: HONGKONG, KANTON, SHANGHAI, TIENTSIN, YOKOHAMA.
 STORAGE: HONGKONG, KANTON, SHANGHAI, TIENTSIN, YOKOHAMA.
 TRANSPORT: HONGKONG, KANTON, SHANGHAI, TIENTSIN, YOKOHAMA.
 TRADING: HONGKONG, KANTON, SHANGHAI, TIENTSIN, YOKOHAMA.
 WHARF: HONGKONG, KANTON, SHANGHAI, TIENTSIN, YOKOHAMA.

Current Accounts opened in Local Currency and Foreign Exchange subject to the usual conditions of deposit and interest on application.
 Hong Kong, 12th May, 1929.

HONG KONG SAVINGS BANK.

The business of the bank is to receive deposits of money from the public and to invest the same in the most profitable manner.
 FOR THE HONG KONG & SHANGHAI BANKING CORPORATION.
 A. C. HYNES, Esq., Manager.
 Hong Kong, 12th September, 1929.

NEDERLANDSCHE HANDEL-
MAATSCHAPPIJ, N.V.

(NEDERLANDSche TRADING SOCIETY)
 BANKERS.
 Established 1842.
 Hong Kong Office: 11 Queen's Road Central.
 Authorized Capital: 100,000,000 Guilders.
 Paid-up Capital: 100,000,000 Guilders.
 Reserve Funds: 100,000,000 Guilders.
 Surplus: 100,000,000 Guilders.
 Head Office: (AMSTERDAM).
 Branches: Batavia, Bencoolen, Hong Kong, London, Shanghai, Singapore, Siam, Sumatra, Java, etc.

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 Head Office: (AMSTERDAM).
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 Head Office: (AMSTERDAM).
 Branches: Batavia, Bencoolen, Hong Kong, London, Shanghai, Singapore, Siam, Sumatra, Java, etc.

BANQUE DE L'INDO-CHINE.

HEAD OFFICE:
 36, Boulevard Haussmann, Paris.
 Subscribed Capital: Frs. 72,000,000.00
 Paid-up Capital: Frs. 62,000,000.00
 Reserve Funds: Frs. 10,000,000.00

BRANCHES:
 Bangkok, Hong Kong, Kanton, Shanghai, Singapore, Siam, Sumatra, Java, etc.
 Head Office: (PARIS).
 Branches: Bangkok, Hong Kong, Kanton, Shanghai, Singapore, Siam, Sumatra, Java, etc.

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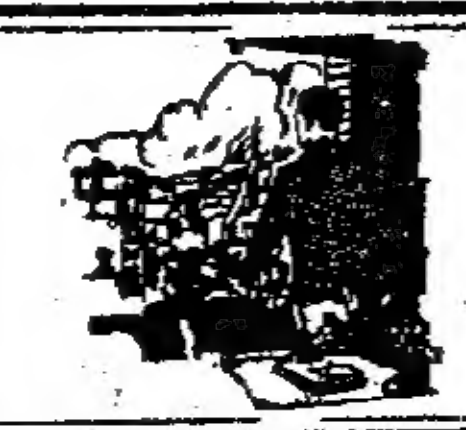
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BRICK-MAKING
HOW THEY ARE PRODUCED
BY ELECTRICITY

REDUCED COST

The application of electrical machinery in the brick making industry links together one of man's oldest and one of his newest activities. Since the idea of a more permanent shelter was conceived bricks in various forms have been a fundamental building unit. The uniformity of size, shape and colour of the product of modern kilns indicates how the quality of this industry's product has improved, and possibly, the most important factor in this development has been the extensive introduction and utilisation of electrical drives for brick making machinery. There are several well defined reasons for this adoption of electric drives. From the standpoint of a newly designed plant, the reduced cost of installing electrical drives as compared with a steam drive, and the promise of low maintenance on the equipment have exerted a very strong influence. Also, the fact that the electrical motor and the driven machine can be located wherever it is most convenient from the process standpoint has had an influence because it permits a more economic arrangement of the machinery in the plant. From the standpoint of an existing steam driven plant, perhaps the foremost factor, in addition to reduction in power costs, influencing a change-over to electric drive is the urge to eliminate the belting and shafting together with their necessary maintenance. Also, electrical power can be transmitted easily to remote parts of the plant, such as to the quarry and the pumping stations.

But before the electrical equipment can be operated successfully in a brick making plant, it must be designed to meet the peculiarities of that service. In a brick plant the electrical equipment must function in an atmosphere filled with dust particles, so that all equipment should be provided with adequate dust protective features. To assure long satisfactory service it is necessary either to place the motors in dust-tight enclosures, or to provide the motors with sealed bearings. The bearings of standard Westinghouse motors are of the sealed sleeve type. The lubrication oil in these bearings is sealed in and the dust and dirt are sealed out.

Modern Plant
 In the modern brick plant, after the clay is delivered from the quarry bins, the handling of it is done by motor driven conveyors. Depending upon the quality of clay used, it is first conveyed to crushers then to screens and then to dry pans before it is ready for the mill. A soft or friable grade of clay is available, usually it is carried directly from the clay storage to the dry pans to be pulverised. The crushers, screens and conveyors used in the preparation of the clay are driven by line shaft squirrel cage motors with sealed sleeve bearings. The entire process of preparing the clay for the pug mill is handled dry and as a result there is an exceptionally large amount of dust, which makes it almost necessary that motors equipped with sealed sleeve bearings be used to prevent bearing trouble. Until recently the squirrel cage type of motor has been used to drive the rolls in the dry pans, but new synchronous motors are used for this service.

The prepared clay from the dry pans is lifted by a motor driven conveyor to a storage bin above the pug mill. From this bin it is allowed to fall by gravity through a trap door in a chute into the pug mill below. In this mill the clay is mixed with water and kneaded into a soft, homogeneous mass. The service is severe, especially if the motor is started after the clay and water has been placed in the mill. For this reason line shaft motors with a high starting torque are applied for this service. These motors operate with almost double the amount of torque at starting as the standard squirrel cage motor and their use assures that no difficulty will be experienced with the electrical drive of the mill. From the pug mill the mass of soft clay is discharged into an auger which carries it to the pug mill. The first brick shaping operation. In this machine the clay is compressed and forced through a rectangular opening at the discharge end of the machine in the form of a long column of clay with a cross section area that is the same size as the bricks being made by the mill. The load requirement of the auger drive is comparatively severe especially when started with clay in the machine and it requires a line shaft motor to drive it to assure satisfactory operation. The long column of clay as it comes from the auger is carried away on a moving table and cut in lengths equal to the size of the bricks being made. These pieces of clay that now are the shape of the bricks are lifted from the conveyor to small cars. The cars and soft bricks are moved into a drying kiln where the bricks are permitted to dry for twenty-four hours before being lifted from the cars to the firing kilns.

Safety and Ease
 On all the machines used through the brick plant, push button type control can be used. Where the squirrel cage type of machine is used, the Westinghouse line shaft motor with a push button type of operation, assures full protection against sustained overloads and does not require the services of a skilled operator. To stop or start, the machine requires only the pushing of a button. Where synchronous motors are installed the Westinghouse automatic panel with push button can be used. These panels make the starting and control of a synchronous motor entirely automatic. Also, complete protection is insured against sustained overload during either starting or running, loss of field excitation, low voltage and single phase operation. With this control panel only one operator is required to start the machine. The push button and the magnetic operation of the control the starting sequence is completed.

The electrification of brick plants provides many opportunities for convenience and economic operation. Although electrification holds forth many promises of improved production and reduced costs, all of the advantages of modern electrical equipment are realised only by proper selection, installation and operation.

COMMERCE
AND
FINANCE.

CHINA'S DEBTS

SOME OUTSTANDING CREDITS OF JAPAN

THE BANK LOAN

Mr. Taro Kimimori, Japan's financial commissioner in China, who has recently come home, has submitted a report concerning Japan's outstanding credits in China. His mission in China is said to be almost exclusively connected with the readjustment of Japan's old credits to that country.

Japan has got \$100,000 silver of interest from its loan to the Nanjing Railway in Kiangsu Province. The Nanjing Coal and Iron Mining Corporation has been placed under its own control without being controlled by the Nanking Government, due to the stout protest lodged by the Japanese Government. Japan is the largest creditor of that corporation.

The Japanese Government feared that, if the corporation were placed under control of the Nanking Government, its credit relation to it would become more complicated than before, and its credits might finally be disclaimed by the Nanking Government. This had caused Japan to assume a strong attitude towards this question and has finally brought success.

The Communications Bank loan is the most difficult of all other loan readjustment questions, according to Mr. Kimimori. Japan had proposed to the bank to stop dividends to pay part of its outstanding interest to Japan, amounting to Y1,680,000 in all, but has so far failed to get any. China claims it will reserve Y5,000,000 accruing to it from the revised customs tariff to the readjustment of its old debts, he reported, but Japan has proposed to the bank that the amount should be deposited with either the Hong Kong and Shanghai Banking Corporation or the Yokohama Specie Bank, because money is liable to be used for war.

The Nationalist Government is making preparations for the opening of an international conference with the object of carrying out readjustment of China's foreign debts. Japan has credits amounting to Y800,000,000 for China.

Japan is expected to claim three important points regarding the collection of loans. Japan will completely secure the rights decided at the Customs Tariff Conference. But Japan will not take any such "positive" policy as to interfere with the financial and economic policies of the Nationalist Government. This country will claim its rights on a fair basis.

Leading private business corporations in Japan such as the Mitsui, Dai-Ichi Kangyo Bank and others which are creditors of private loans to China are also projected to readjust the loans. It is expected that a company to readjust the loans be established and all business pertaining to this transferred to it. This company will take over from all these companies their Chinese Government bonds for the purpose of readjusting the debt and in course of time the company will readjust the loans to the Government, thereby letting the Government assume all responsibility.

AUSTRALIAN TARIFF POLICY

Addressing the Sydney Chamber of Commerce, Mr. Henry S. Gullett, Commonwealth Minister for Trade and Customs, said that Protection was not the policy of the Government. The great object was to secure the highest possible standard of living in Australia. The biggest problem requiring tackling in the matter of excessive costs was that of transport. He subscribed to the view that there should be an overall view of the tariff from top to bottom.

No general overhaul could be undertaken by the overworked Tariff Board. Several separate boards were required. The political barometer indicated stormy seas ahead. Therefore he could not promise immediate action.

At the same function Rear-Admiral Evans, Commander, Royal Australian Navy, made a characteristic breezy speech. When he came to Australia, he remarked, he hoped to go through his term of two years without being found out, but it seemed that, like a naughty boy, he was being found out.

Since he could find no other subject, Admiral Evans proceeded, polo being over, the Navy on leave. Parliaments in recess, and Mr. Gullett dealing with the tariffs, he decided to talk about humour. You must have humour in commerce, in war, even in love and sorrow.

He himself had found a vast amount of humour in the fact that although as a boy he was expelled from school for fighting for pennies in the London Meat Market, and while exploring the great open spaces of London in after years he was promoted to Commander, exploring the great open spaces in South Australia, he was also made a captain fighting for pennies in the Dover patrol, for his Navy fights for pennies for the kings of commerce, who gather in pounds.

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HONG KONG MARKET PRODUCE.

APPROXIMATE RETAIL PRICES.

| Sept. 5, June, June, 1929, 1918, 1914. | | | | | Sept. 5, June, June, 1929, 1918, 1914. | | | | | | |
|----------------------------------------|-------|---------|-----|-----|----------------------------------------|---------------------|------|----------|----|----|----|
| Cts. Cts. Cts. | | | | | Cts. Cts. Cts. | | | | | | |
| Butcher Meat. | | | | | Poultry. | | | | | | |
| Beef Sirloin | 牛尾把 | lb. | 28 | 24 | 12 | Chicken | 雞 | lb. | 50 | 30 | 31 |
| " Prime Cut | 咸牛肉 | " | 30 | 28 | 11 | Capons, Small | 綠綠雞 | " | 45 | 28 | 30 |
| " Corned | 咸牛肉 | " | 28 | 24 | 22 | Capons, Large | 綠綠雞 | " | 50 | 28 | 30 |
| " Roast | 燒牛肉 | " | 28 | 24 | 18 | Duck | 鴨 | " | 40 | 22 | 21 |
| " Breast | 燒牛肉 | " | 24 | 20 | 23 | Doves | 鴿 | each | — | 22 | 21 |
| " Soup | 肉湯 | " | 24 | 20 | 18 | Eggs, Hen (cooking) | 雞蛋 | per doz. | 28 | 18 | — |
| " Steak | 肉排 | " | 28 | 24 | 22 | Eggs, Hen (fresh) | 新鮮雞蛋 | " | 32 | 25 | 20 |
| " Steak Sirloin | 牛柳 | " | 36 | 30 | 35 | Fowls, Canton | 本地雞 | lb. | 65 | 36 | 24 |
| " Sausages | 牛柳腸 | " | 32 | 26 | 20 | Fowls, Hainan | 海南雞 | " | 45 | 35 | 24 |
| Bullock's Brains | 牛腦 | per set | 15 | 10 | 12 | Geese | 鴨 | " | 45 | 24 | 24 |
| " Tongue, fresh | 牛舌 | each | 65 | 50 | 60 | Pigeons, Canton | 鴿 | each | 55 | 30 | — |
| " Tongue, corned | 牛舌 | " | 60 | — | — | " Hoibow | 白鴿 | lb. | 30 | 28 | — |
| " Head | 牛頭 | lb. | 120 | — | — | Turkeys, Canton | 火雞 | " | — | — | — |
| " Heart | 牛心 | lb. | 24 | 18 | 14 | Turkeys, Hen | 火雞 | lb. | — | 51 | 45 |
| " Hump, Salt | 牛心 | lb. | 34 | 20 | 13 | Snipe | 沙山鴨 | " | — | — | — |
| " Feet | 牛心 | each | 10 | 10 | 12 | Pheasant | 沙山鴨 | pair | — | — | — |
| " Kidneys | 牛心 | " | 15 | 10 | 12 | Quail | 沙山鴨 | each | — | — | — |
| " Tail | 牛心 | " | 25 | 20 | 22 | Partridges | 鴿 | " | — | — | — |
| " Liver | 牛心 | lb. | 24 | 18 | 14 | | | | | | |
| " Tripe | 牛心 | " | 8 | — | 7 | | | | | | |
| Calves' Head & Feet | 牛頭 | set | 120 | 100 | 100 | | | | | | |
| Mutton Chop | 羊排 | lb. | 45 | 28 | — | | | | | | |
| " Leg | 羊排 | " | 45 | 26 | — | | | | | | |
| " Shoulder | 羊排 | " | 44 | 24 | — | | | | | | |
| " Saddle | 羊排 | " | 45 | — | — | | | | | | |
| Pigs' Chittings | 豬蹄 | Per set | 3 | — | 12 | | | | | | |
| " Brains | 豬蹄 | lb. | 16 | 15 | — | | | | | | |
| " Feet | 豬蹄 | " | 28 | 15 | 18 | | | | | | |
| " Fry | 豬蹄 | " | 18 | 20 | — | | | | | | |
| " Head | 豬蹄 | each | 15 | 10 | 10 | | | | | | |
| " Heart | 豬蹄 | " | 12 | 10 | 3 | | | | | | |
| " Kidneys | 豬蹄 | lb. | 38 | 30 | 24 | | | | | | |
| " Liver | 豬蹄 | " | 44 | 25 | 23 | | | | | | |
| Pork Chop | 豬排 | " | 35 | — | — | | | | | | |
| " Leg | 豬排 | " | 40 | 60 | 70 | | | | | | |
| " Loin | 豬排 | " | 21 | 24 | — | | | | | | |
| " Fat or Lard | 豬油 | per set | 92 | 60 | 70 | | | | | | |
| Sheep's Head & Feet | 羊頭 | each | 11 | 8 | 7 | | | | | | |
| " Heart | 羊心 | " | 15 | 12 | 10 | | | | | | |
| " Kidneys | 羊心 | " | 46 | 26 | 25 | | | | | | |
| " Liver | 羊心 | " | 25 | 25 | 22 | | | | | | |
| Sucking Pigs, to order | 乳豬 | lb. | 25 | 25 | 22 | | | | | | |
| Suet, Beef | 牛牛油 | " | 30 | 20 | 18 | | | | | | |
| " Mutton | 羊牛油 | " | 43 | 26 | 26 | | | | | | |
| Veal | 牛仔 | " | 30 | 20 | 20 | | | | | | |
| " Sausages | 牛仔 | " | 32 | — | — | | | | | | |
| | No. 1 | " | 28 | — | — | | | | | | |
| Fish. | | | | | Fruits. | | | | | | |
| Barbel | 魚 | lb. | 46 | 16 | 24 | Almonds | 杏仁 | lb. | 60 | 35 | — |
| Bream | 魚 | " | 46 | 20 | 16 | Apples (California) | 金山蘋果 | " | 16 | 24 | — |
| Canton Fresh Water Fish | 淡水魚 | " | 42 | — | — | Bananas (bride's) | 蕉 | " | 6 | 4 | — |
| " Carp | 魚 | " | 40 | 13 | 16 | Carambola | 楊桃 | " | 12 | 12 | — |
| " Catfish | 魚 | " | 45 | 16 | 27 | Coconuts | 椰子 | each | 13 | 10 | 10 |
| " Codfish | 魚 | " | 44 | 12 | 9 | Lemons, China | 檸檬 | lb. | 10 | 25 | 30 |
| " Crabs | 魚 | " | 35 | 16 | 27 | Lemons (American) | 金山檸檬 | each | 8 | 8 | — |
| " Cuttle Fish | 魚 | " | 32 | 23 | 26 | Lichees, Dried | 荔枝干 | lb. | — | 26 | 30 |
| " Dab | 魚 | " | 35 | 16 | 27 | Oranges (Canton) | 新會甜橙 | " | — | — | — |
| " Dace | 魚 | " | 55 | 23 | 16 | Oranges | 橙 | " | — | 15 | — |
| " Dog Fish | 魚 | " | 22 | 20 | — | Pears (Canton) | 沙梨 | " | 12 | — | — |
| " Eels, Conger | 魚 | " | 38 | 10 | 8 | Peanuts | 花生 | " | 13 | 10 | 12 |
| " Fresh Water | 魚 | " | 35 | 16 | — | Persimmons, Large | 紅柿 | " | 12 | 12 | — |
| " Yellow | 魚 | " | 52 | 26 | 30 | Plantain | 大蕉 | " | 5 | 8 | — |
| Frogs | 魚 | " | 78 | 32 | 25 | Pumelo, Siam | 暹羅柚 | each | 14 | 12 | 6 |
| Garoupa | 魚 | " | 32 | 40 | 30 | Walnuts | 胡桃 | lb. | 18 | — | 16 |
| Gudgeon | 魚 | " | 32 | 22 | 18 | Grapes | 菩提子 | " | 60 | — | — |
| Herrings | 魚 | " | 40 | 13 | 23 | | | | | | |
| Hallbut | 魚 | " | 38 | 18 | 15 | | | | | | |
| Labrus | 魚 | " | 52 | 32 | 18 | | | | | | |
| Loach | 魚 | " | 58 | 22 | 24 | | | | | | |
| Lebsters | 魚 | " | 52 | 32 | 21 | | | | | | |
| Mackerel | 魚 | " | 46 | 20 | 26 | | | | | | |
| Monk Fish | 魚 | " | 42 | 13 | 2 | | | | | | |
| Mullet | 魚 | " | 34 | 12 | 2 | | | | | | |
| Oysters | 魚 | " | 32 | 14 | 9 | | | | | | |
| Porrot Fish | 魚 | " | 38 | 20 | 15 | | | | | | |
| Perch | 魚 | " | 44 | 16 | 9 | | | | | | |
| Pike | 魚 | " | 46 | 26 | 29 | | | | | | |
| Plaice | 魚 | " | 54 | 36 | 30 | | | | | | |
| Pomfret, White | 魚 | " | 44 | 36 | 45 | | | | | | |
| Pomfret, Black | 魚 | " | 78 | 10 | 14 | | | | | | |
| Prawns | 魚 | " | 24 | 10 | 14 | | | | | | |
| Ray | 魚 | " | 28 | 13 | 18 | | | | | | |
| Rock Fish | 魚 | " | 38 | 22 | 10 | | | | | | |
| Roach | 魚 | " | 48 | 86 | 30 | | | | | | |
| Salmon | 魚 | " | 24 | 8 | 10 | | | | | | |
| Shark | 魚 | " | 24 | 10 | 10 | | | | | | |
| Skate | 魚 | " | 56 | 32 | 30 | | | | | | |
| Shrimps | 魚 | " | 62 | 26 | 38 | | | | | | |
| Snapper | 魚 | " | 46 | 28 | 28 | | | | | | |
| Soles | 魚 | " | 38 | 22 | 18 | | | | | | |
| Tench | 魚 | " | 42 | 18 | 12 | | | | | | |
| Turbot | 魚 | " | 92 | 40 | — | | | | | | |
| Turtles, small, fr. water | 魚 | " | 92 | 40 | — | | | | | | |

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C.2560—No. 36, Tung Man Street.

NOTICES.

G. R.
PUBLIC AUCTION.

PARTICULARS & CONDITIONS
of the Sale by Public Auction to be held on MONDAY, the 16th day of September, 1929, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Tai Kok Tsui, in the Colony of Hong Kong, for a term of 75 years: with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King for one further term of 75 years.

| Section of Township. | Range. | Locality. | Boundary Measurements. | | | | Contents in Sq. feet. | Annual Rental. | Upset Price. |
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P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

| S. S. | Tons | From | Destination |
|------------|--------|------------|---------------------------------------------------------|
| MOREA | 10,953 | 14th Sept. | Bombay, Marseilles & London. |
| *MANTUA | 10,946 | 28th Sept. | Bombay, Marseilles & London. |
| *KARMALA | 9,128 | 12th Oct. | Marseilles, London, Hull, Rotterdam & Antwerp. |
| *MIRZAPORE | 6,715 | 19th Oct. | Straits, Colombo & Bombay. |
| *KALYAN | 9,111 | 29th Oct. | Marseilles, London, Hull, Rotterdam & Antwerp. |
| *NAGPORE | 5,283 | 2nd Nov. | Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp. |

*Cargo only. †Calls Casa Blanca. ‡Calls Karachi.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

| | | | |
|----------|--------|------------|-------------------------------|
| *GARHETA | 5,327 | 16th Sept. | Singapore, Penang & Calcutta. |
| TILAWA | 10,006 | 30th Oct. | Singapore, Penang & Calcutta. |
| TALAMBA | 9,013 | 19th Oct. | Singapore, Penang & Calcutta. |
| TAKADA | 6,540 | 31st Oct. | Singapore, Penang & Calcutta. |
| TAKLIWA | 7,936 | 8th Nov. | Singapore, Penang & Calcutta. |
| TALMA | 10,000 | 18th Nov. | Singapore, Penang & Calcutta. |

*Calls Rangoon. †Cargo only.

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

| | | | |
|-------------|-------|-----------|------------------------------------------------------------------------------|
| *ST. ALBANS | 4,500 | 4th Oct. | Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne. |
| NELLORE | 6,853 | 1st Nov. | |
| TANDA | 6,586 | 29th Nov. | |
| ST. ALBANS | 4,500 | 3rd Jan. | |
| NELLORE | 6,853 | 31st Jan. | |

*Port Holland.

Regular monthly sailings from Hong Kong to Japan and Hong Kong to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hoilo, Cebu, Kolumbu, Tawao, Timor, Darwin, or other ports en route as indicated on offers.

Frequent connections from Australia with the following:—

The United S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

| | | | |
|------------|--------|------------|----------------------------------|
| MANTUA | 10,946 | 13th Sept. | Shanghai. |
| *MIRZAPORE | 6,715 | 17th Sept. | Moji & Kobe. |
| TILAWA | 10,006 | 19th Sept. | Amoy, Moji, Kobe & Osaka. |
| TALAMBA | 9,013 | 26th Sept. | Amoy, Shanghai, Kobe & Osaka. |
| KALYAN | 9,111 | 27th Sept. | Shanghai, Moji, Kobe & Yokohama. |
| *NELLORE | 6,853 | 27th Sept. | Shanghai, Moji, Kobe & Yokohama. |
| DELTA | 8,997 | 7th Oct. | Shanghai, Moji, Kobe & Yokohama. |
| ARAFURA | 6,000 | 8th Oct. | Moji, Kobe, Osaka & Yokohama. |
| TAKLIWA | 7,936 | 19th Oct. | Amoy, Kobe & Osaka. |
| *BELTANA | 9,005 | 23rd Oct. | Shanghai, Moji, Kobe & Yokohama. |
| KASHGAR | 9,005 | 26th Oct. | Shanghai, Moji, Kobe & Yokohama. |

*Cargo only.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carriage steamer.

All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further Information, Passage, Freight, Handbooks, etc., apply to:—
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P. & O. Building, Connaught Rd. C., Hong Kong. Agents.

HONG KONG AND MACAO LINE

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Daily Sailing from Hong Kong at 2.00 p.m.

Sailing from Macao at 7.50 a.m.

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Freight and Passage apply to:—

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4, Connaught Road W. Tel. C. 6061.

A "DOGGY" TALE

CANINE CARGOES FOR JAPAN

Trans-Pacific liners sailing from Victoria, B.C., are playing an important part in the importation of dogs that are flooding Japan. Thirty-six sailors and petty officers of the "Africa Maru" appeared on board the vessel just before it was to sail from Victoria, each with some sort of a dog which he stoutly maintained was a personal pet. Any suggestion of business was strongly denied. However, a few days after the ship reached Yokohama most of the thirty-six dog lovers were notified to be unusually wealthy. One of them admitted parting with his bull dog for \$529. When the ship sailed from Yokohama there was not a single dog on board. The next week brought a similar cargo on the "Arabia Maru." It is reported that stray dogs are now bringing unprecedented prices in Vancouver, Seattle and Victoria, although the Nippon Yusen Kaisha has forbidden its sailors to take dogs aboard and the Osaka S.S. Co. is reported following suit. It is believed that the non-subsidized companies will take up the lucrative trade when the larger lines desist, so that there is little likelihood of a diminution of the supply.

LARGEST MOTORSHIP

The 27,000-ton White Star liner "Britannic," launched by Messrs. Harland and Wolff at Belfast on Monday, August 6, is the largest motorship afloat, and has larger and more powerful oil-engines than any other vessel. The machinery, which is completed in the firm's shops, consists of two 10-cylinder air-injection four-cycle compound internal combustion engines of the Harland-B. and W. type. One of the two sets has run highly successful test-trials, and the other will be tried in a similar way before being put on board. It is stated that uncertainty regarding developments in engineering accounts for the delay in laying the keel of that great vessel. New discoveries in machinery designs have, it is added, brought about a drastic change in plans. Experiments are also being made with pulverized fuel for the purpose of finding out whether low-grade coal can be used economically and with efficiency in the boilers of such a vessel, and it is hoped that a decision will be reached in time to enable hull construction work to be started in a month. All or some of which may or may not be true, but it is obvious that there is some good reason for the delay and that this reason is almost certainly associated with the question of propulsion. There are also fresh reports from America about the proposals of the United States Lines for the construction of two very large vessels. Each, it is said, will be 956 ft. in length, or 56,000 tons displacement, with accommodation for 1,400 passengers; each will cost \$25,000,000, and they will both be put on service on the Atlantic in 1932. They will be propelled either by mechanically geared turbines or by turbo-electric machinery operating quadruple screws, and they will be the fastest liners afloat. The vessels are considered "an imperative necessity" in view of the coming of the German liners "Bremen" and "Europa," the White Star ships and the prospective Cunarders, not to speak of the large vessels presently in service and Italy; but a good deal will probably depend on whether the "Bremen" does actually improve on the speed of the "Mauretania."

IMPROVED STEAM MACHINERY

The bitter rivalry between the advocates of the steam engine and those of the diesel continues unchecked, and is certainly doing the greatest possible service in helping to solve the problems of marine engineering and the progress of commerce. There is no doubt that the remarkable progress of the internal combustion engine has spurred on the steam engine to greater efforts and to bring about improvements which they would not have done had they not had that incentive, but there is also no doubt that they are making remarkable progress now and it has gone a long way towards balancing affairs. The addition of low pressure geared turbine to the exhaust end of a triple expansion engine, for so long barred by the difficulties of uniting the uneven torques of the two systems, permits a remarkable improvement either in economy or speed, according to the wish of the owner, without increased coal consumption. The intermediate steamers of the P. & O. Branch Line, which have formerly maintained third class service to Australia by way of the Cape, have been converted to this system without any difficulty, and their remarkably improved speed has permitted them to take mail sailings through Suez Canal.

HONG KONG TIDE

The tide-table given below has been obtained by aid of the Tide-predicting Machine, which includes 40 components for the better prediction of tides, from the result of the analysis of the tidal observations taken at the Kowloon tidal observatory under the direction of Dr. Dobereck during the years 1837, 1888 and 1889.

The times and heights are given for the Victoria Harbour and Aberdeen, the differences being very small.

The times of high and low-water must not be considered to coincide with the times of slack-water and change of current, the two phenomena being quite distinct.

| September 12 to 18, 1929. | | | | | |
|---------------------------|----------------|-------------|----------------|-------------|----------------|
| DATE. | HIGH WATER | LOW WATER | | | |
| Sept. | Standard Times | Ht. in Feet | Standard Times | Ht. in Feet | Standard Times |
| Thurs. 12 | m 2.51 | 6.0 | 0 5.4 | 2.8 | |
| Fri. 13 | m 1.41 | 6.1 | 0 4.5 | 2.9 | |
| Sat. 14 | m 5.23 | 6.3 | 1 3.0 | 2.0 | |
| Sun. 15 | m 4.47 | 6.4 | 0 1.1 | 1.5 | |
| Mon. 16 | m 3.31 | 6.5 | 0 1.1 | 1.5 | |
| Tues. 17 | m 2.14 | 6.6 | 0 1.1 | 1.5 | |
| Wed. 18 | m 1.04 | 6.7 | 0 1.1 | 1.5 | |

Hoihow

PROPOSED CONSTRUCTION OF HARBOUR

PRELIMINARY REPORT

In the course of preliminary report on proposed harbour construction at Hoihow, Hainan Island, Major G. W. Olivecrona, Engineer-in-Chief, Kwangtung Board of Conservancy, states:—
At present the transportation of goods is as follows: from ship into lighter, from lighter onto shore. Also after harbour improvements have been made, either according to Leigh and Orange's minor scheme or according to the Netherlands Harbour Works' proposed first improvement scheme, the same inconvenient way of transportation will remain. To this must be added a third moving of the goods, by road from the junk harbour to Hoihow, should the last mentioned scheme be accepted.
A study of the prevailing conditions makes it perfectly clear that from a technical point of view Hoihow Bay is not the right place for the construction of a deep water harbour for the Isle of Hainan. The coast in front of the Hoihow river does not exhibit any natural features, favourable for a harbour, which, if built at this place, must entirely depend upon artificially made protection works for its serviceability.

Harbour Requirements
Apparently the whole of Hainan Island offers good possibilities for several reasons which may be expected along somewhat different lines than in other parts of China. Thus, climatic conditions and the fact that the island offers an abundance of virgin soil, indicate the development of plantations on a grand scale. The island has also from a geographical point of view, a very favourable location, situated as it is on the main coastal shipping route, connecting Hong Kong and other ports on the China coast with Haiphong, Saigon, Bangkok and Singapore. In spite of this the trade statistics of the island have for the last 20 years shown an increase of only 50 per cent, which, considering the advance in prices of the various commodities during the same period, means little more than a stand still. It is no exaggeration to say, that the non-appearance of any actual development is, in the first hand, due to the lack of a proper harbour or harbours.

In order to make possible future development the island of Hainan needs a harbour or harbours, where ocean going vessels can enter at any tide and in any weather; but Hoihow is no such place. On the other hand, Hoihow is already established as a trading centre and cannot be left out of consideration. It seems, therefore, necessary to make a compromise, by which the interest of Hainan as a whole, and that of Hoihow locally, may be looked after. Such a compromise is suggested in the following propositions: the construction of a harbour at a place where the natural conditions are as favourable as possible for the future development of a trade mart for the island; improvement of the arrangements for interchanging commodities between Hoihow and the sea.

Before deciding on the place where a harbour should be located, a study of the present as well as of the future requirements for harbour facilities is necessary. For this purpose the island has been divided into three sections: the north-eastern section, the north-western section and the southern section. The last section is in a natural way separated from the former two by a range of high mountains. The mentioned sections are distinctly different from each other as to the stage of the present development, future possibilities, progress in population, etc.

WARSHIPS HERE

The following are the warships at present in harbour:—
At the Basin:—H.M.S. "Tamar," "Moth" and "Tartarus."
At the North Arm:—H.M.S. "Sterling" and "Sandwich."
In Dock:—H.M.S. "Seraph," "Serapis" and L19.
No. 8 Buoy:—H.M.S. "Moth."

The Admiralty Division recently before Mr. Justice Hill and Tynley Masters the owners, master and crew of the Liverpool s.s. "Dafila" were awarded \$3,000 for salvage services rendered to the Newcastle-on-Tyne tug "Lockwell" in the English Channel on May 5 last. The defendants made an offer of \$750, which was refused. The "Dafila" was of 1,904 tons gross and was only 18 months old, while the "Lockwell" was on her first voyage. The "Dafila" was on a voyage from Amsterdam to Manchester with a general cargo valued at \$32,858, her own value being \$50,500. She came up with the "Lockwell," which was flying an out-of-control signal, some miles off St. Catherine's Point, having lost her propeller. The weather was rough, but plaintiffs, by launching their lifeboat, got a rope on board and eventually made two wire hawsers fast and towed the "Lockwell" to Southampton. It was contended that the "Lockwell" was in danger of drifting on to a lee shore and becoming a total loss. The defendants alleged that the salvor ran no risk, and that once round the Needles the towage was simple and in the smooth waters of the Solent. It was denied that the "Lockwell" was ever in danger of drifting ashore, as she could have anchored in Freshwater Bay. The value of the "Lockwell" was stated to be \$34,600. His lordship apportioned the amount as follows: Owners \$2,000; master \$500; The mate and men who had manned the lifeboat to have double shares.

MOVEMENTS OF STEAMER

The C.P.S. R.M.S. "Empress of France" arrived at Kobe on September 10 (Tues.) at 5.30 p.m., left Kobe on September 11 (Wed.) at 6 a.m., and is due at Shanghai on September 13 (Fri.) at 8 a.m. She leaves Shanghai on September 14 (Sat.) at 5.30 p.m.

CONSIGNEES' NOTICES

Consignees of cargo ex M.V. "Esquiline" are reminded to take delivery of their goods which will be subject to rent after September 15. Consignees of cargo ex s.s. "Benmacdhui" are reminded to take delivery of their goods which will be subject to rent after September 16.

CONSIGNEES.

THE BEN LINE STEAMERS, LTD.

From MIDDLESEBORO', ANTWERP, LONDON, STRAITS AND MANILA.

The Steamship.

"BENMACDHUI"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of The Hong Kong & Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent. All claims against the steamer must be presented to the Undersigned on or before the 30th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst. at 10 a.m. by Messrs. Goddard and Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hong Kong, 8th September, 1929.

LOYD TRIESTINO N. CO.

NOTICE TO CONSIGNEES.

The Motor Vessel

"ESQUILINO"

From Trieste, Venice, Brindisi, Fiume, Spalato, Port Said, Suez, Massaua, Karachi, Colombo, Penang & Singapore.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hong Kong & Kowloon Wharf & Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before 9th inst.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All claims against the vessel must be presented to the undersigned on or before the 25th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst. at 10 a.m. by our surveyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD., Agents.

Hong Kong, 9th September, 1929.

PROPOSED AMERICAN LINERS

The United States Line, which recently purchased the best of the passenger vessels of the U.S. Shipping Board, are losing no time in fulfilling their promise to build giant express liners to run alongside the "Leviathan." They will be laid down in February at the latest, and there is already great natural speculation in shipping circles as to what their details will be. There is talk of a ship of 45,000 tons, displacement with a speed of 33 knots, but when naval architects come to examine this scheme it would appear that these figures will mean far lighter scantlings for the hull than would be advisable for North Atlantic work. This is providing, of course, that the American engineers have not a big surprise up their sleeves in the way of reduced machinery weights and fuel consumption.

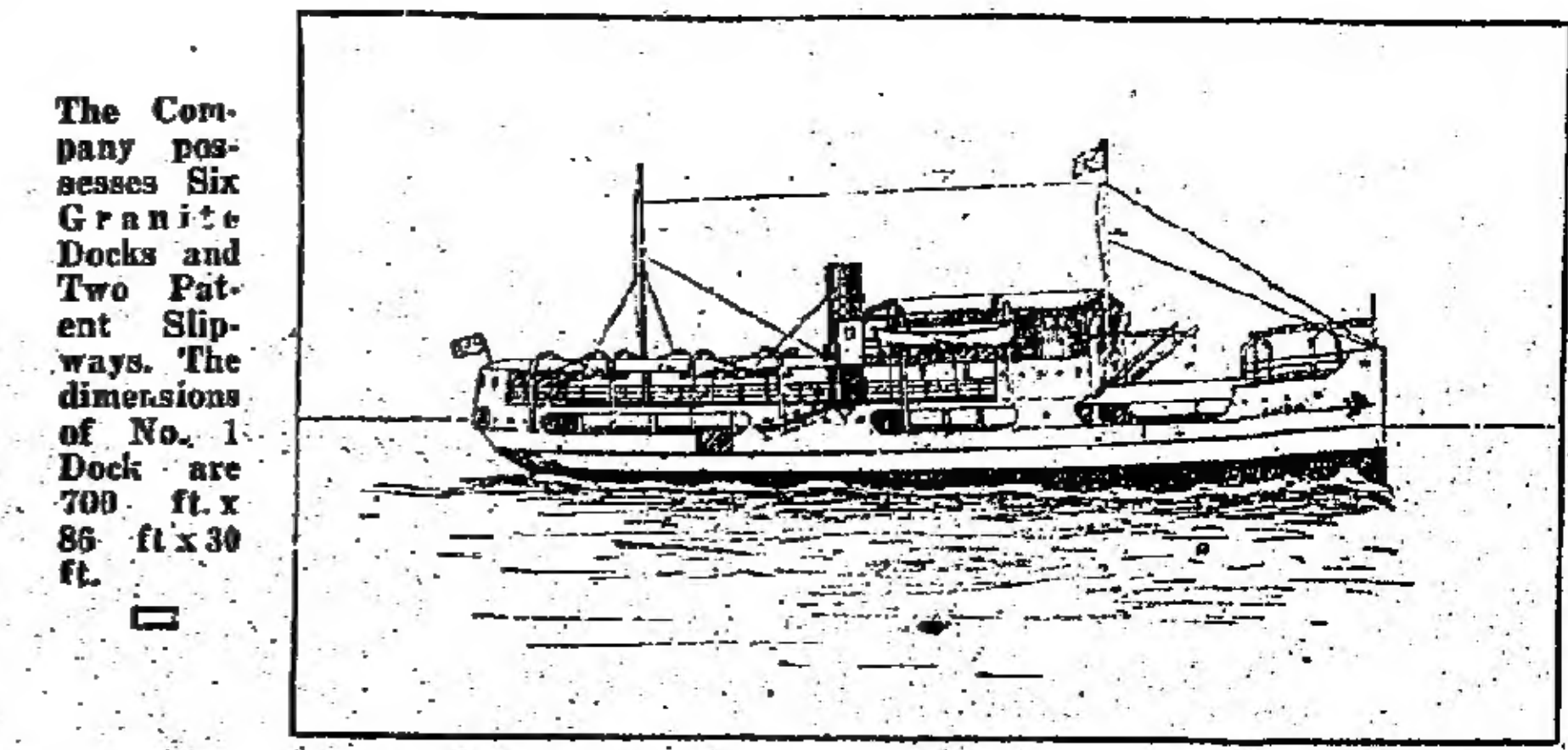
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At the North Arm:—H.M.S. "Sterling" and "Sandwich."
In Dock:—H.M.S. "Seraph," "Serapis" and L19.
No. 8 Buoy:—H.M.S. "Moth."

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RIVER WATER LEVELS

REPORT FROM BOARD OF CONSERVANCY WORKS OF KWANGTUNG

(Water Levels in English Feet)

| Place of Observation | Highest on record | Lowest on record | W.L. 8/9 | W.L. 9/9 |
|--------------------------|-------------------|------------------|----------|----------|
| West River at Shuihing | +41.0 | 0 | 10.5 | 12.4 |
| North River at Tsingyuen | +28.7 | 0 | 9.9 | 8.8 |
| North River at Samshui | +27.3 | —5 | 5.0 | 7.1 |
| East River at Sheklung | +15.2 | —3 | 2.8 | 3.0 |

SHOCK FOR POLICE CANADIAN REVENUE

"BOMB" EXPLODED IN BARRACKS

A rumour was spread that an attempt had been made by a Communist or anarchist to blow up the barracks of the gendarmes at Trappes, about twelve miles from Paris, where there is a powerful wireless station.

Just after midnight the gendarmes were roused by a loud explosion, which shattered almost all the windows in their barracks. Inquiries showed that a kind of bomb had been placed just inside the main entrance. It is clear, as a result of investigations, however, that the perpetrator of the outrage had sought, not to do serious damage, but simply to give the gendarmes a shock. The "bomb" appears to have consisted simply of a quantity of gunpowder in a cardboard box.

PROFITS FROM THE TRADE IN LIQUOR

The revenues of the nine provincial Governments of Canada for the last fiscal year totalled \$168,000,000, of \$17.43 per capita. The expenditure was \$165,500,000, or \$17.16 per capita.

In the seven provinces which have adopted the system of the Government control of the sale of liquor, the accruing revenues formed one of the main sources of revenue. The total was approximately \$24,500,000. The net profits in Quebec were \$7,000,000, in Alberta and British Columbia \$2,750,000 each, in Ontario \$8,000,000, in Saskatchewan \$2,250,000, and in Manitoba \$1,000,000.

Viscount Lee of Fareham has accepted the appointment of chairman of the Radium Commission.

Codes Used:
A1, A.B.C.
Fifth Edition;
Engineering;
First & Second Edition;
Western Union and Watkins.



Gilbey's

**Celebrated
London
DRY GIN.**

Distilled and Bottled by
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"Do Be Careful!"
But if your Suits and
Gowns get stained,

OUR
DRY
CLEANING
and
DYEING
SERVICE
is still the
favourite.
SEND IT
TO THE
LAUNDRY.

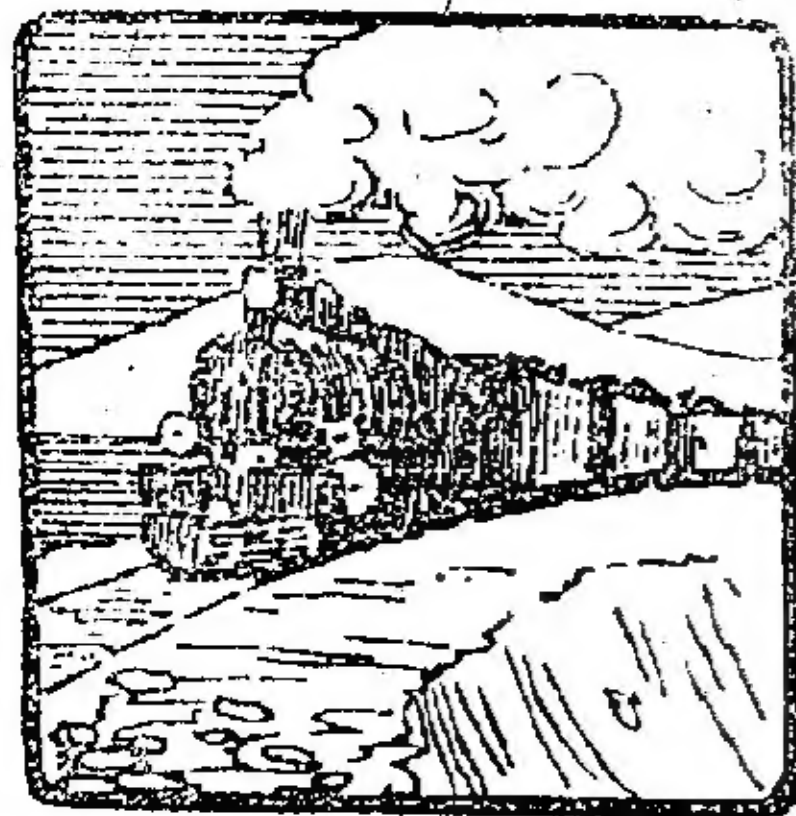
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WITH

APRIL VIVIAN.

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| | |
|---------------------------------------------------|-------------------------------------------------------------------|
| TO-NIGHT & FRI. 13th Sept. At 9.15 p.m. | LONDON'S LONGEST RUN "BY CANDLE LIGHT" |
| SAT. & MON. 14th & 15th Sept. At 9.15 p.m. | TALULLAH BANKHEAD'S LAUGHING SUCCESS "HER CARDBOARD LOVER." |
| TUES. & WED. 17th & 18th Sept. At 9.15 p.m. | HELEN FORD'S GREAT SUCCESS "THE PATSY." |
| THURS. 19th Sept. At 9.15 p.m. | "MOLLY MAKE BELIEVE" |
| FRI. 20th Sept. At 9.15 p.m. | THE WELL KNOWN PLAY "THE SECOND MRS. TANQUERAY." |
| SAT. 21st Sept. At 9.15 p.m. | THE DELIGHTFUL FARCICAL COMEDY "THE MARCH HARES." |
| SAT. 21st Sept. At 9.15 p.m. | THE SCREAMING FARCE "GOOD MORNING, BILL!" |

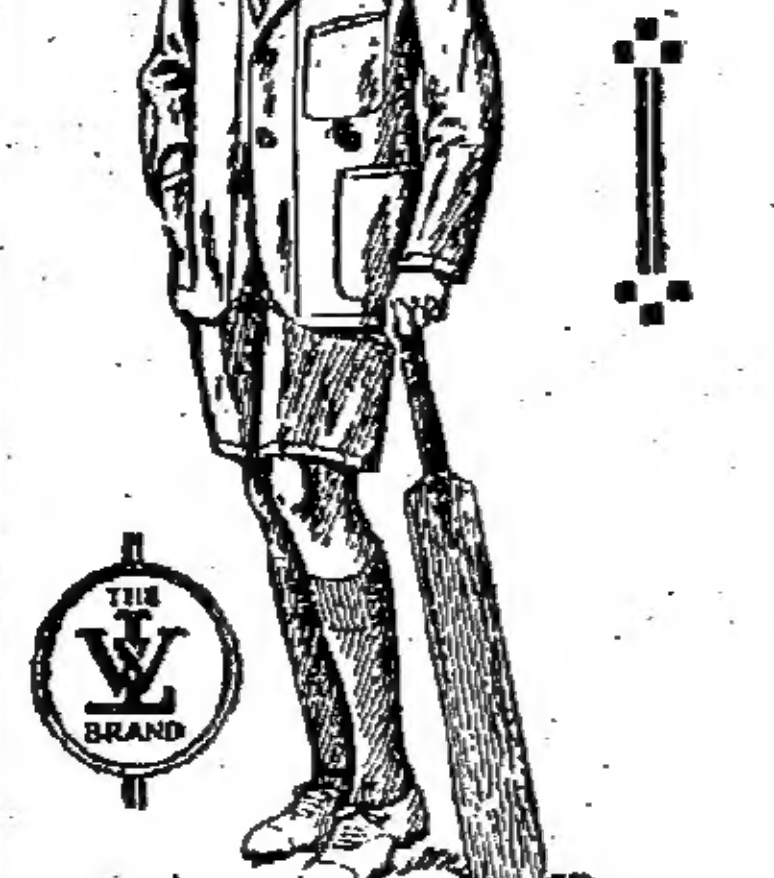
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SHOULD HAVE

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wear. A popular suit
for every day wear with
outer breast and patch
pockets. Knickers have
plain open ends unlined.
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Overland China Mail.

[The weekly edition of the "China
Mail." Annual subscription, H.K.
\$18 including postage \$15, payable
in advance.]

Published by
The Newspaper Enterprise, Ltd.
Printers & Publishers,
No. 3A, WYNDHAM STREET,
HONG KONG.

TELEPHONES:
Office: Central 22.
Editorial: Central 4641.
Cable Address:—Mail, Hong Kong.

All communications should be
addressed to The Newspaper En-
terprise, Ltd., to whom all remi-
tances should be made payable.

London Office:—The Far East-
ern Advertising Agency (London),
Ltd., 36-38, Southampton Street,
Strand, W.C.2.

Hong Kong, Thursday, Sept. 12, 1929.

THE BRITISH SOLDIER

Ever since men marched to
battle the soldier has been re-
garded as a jolly fellow, over-
flowing with bonhomie and good
spirits; a man who fears naught,
who likes his refreshment, may
be, and who, withal, is inclined to
be a little boisterous. Nobody
really minded him, however.
Some admired him, some feared
him and his liberties, and many
were grateful for the sense of
security which his presence assur-
ed. Yet, all things and conditions
taken into consideration, he was,
although forming a class of his
own and withdrawn from the civic
sympathies of the average
civilian, generally liked and wel-
comed.

The Great War utterly changed
this attitude. Men who had
hitherto handled nothing more
dangerous than an umbrella, or
known no greater discomfort
than sleeping in the sofa on cer-
tain unhappy domestic occasions,
shouldered guns with the Re-
gulars, and were grateful for a
little dry straw to cradle their
weary bodies. This new condition
gave all sections of the public a
deep and practical insight into
the life and routine of the mili-
tary man, of its ennui, its drud-
gery, and stifling monotony.
Life in the Army is not all
sleep, pay, and free beer. Not
that the discipline is irksome for
rational men, who know that they
must obey in any sphere of life
where they are not leaders; not
that the drill is in the long run
anything but invigorating and
smartening, or that the food,

behaviour of a few. To be
gallant and honourable in time of
peace is an achievement which
ought to appeal to the members
of a Regiment bearing His
Majesty's name.

We, as members of the British
Empire, shall do nothing to in-
crease our prestige in the eyes of
the Asiatic community by such
acts of outrage, which encourage
contempt, and foster the ferment-
ing spirit of Communism. All eyes
are upon the small British com-
munities out East, and by their
actions shall they be judged and
trusted. If it is difficult to set an
example, it should be easy to fol-
low one. Let the K.O.S.B. fol-
low that of the earlier members of
the Regiment.

The regular monthly meeting of
the Marine Engineers' Guild of
China (Hong Kong Branch) will be
held to-morrow at 6 p.m.

Two Chinese cases of enteric fever
(typhoid) from the city registration
district were notified to the Medical
Officer of Health yesterday.

In answer to a summons against
her for dumping rubbish in Woon-
sung Street, a Chinese living at 22,
Woon-sung Street pleaded "guilty"
and was fined \$5 by Mr. T. S.
Whyte-Smith to-day.

Leung Man (25), a coolie, was
killed at 6 p.m., yesterday when he
fell from motor lorry No. 254 whilst
it was in motion in Connaught-road
West. The unfortunate man fell
heavily on his head and was killed
instantly.

Preparations are well in hand in
the Chinese shops on the approach
of their "Moon Feast" which takes
place in five days time. Most of
the shops and houses have fish
lanterns, large and small, magnifi-
cently lit up, to welcome the moon.

On the occasion of the screening
of the special presentation of the
famous French war film "The
Battles of Verdun" from to-day to
Saturday, the Majestic Theatre have
placed two imitation cannons in the
main entrance of the theatre to add
a touch of realism to the film.

A Chinese man living at Wuhn
Street was fined \$5 by Mr. T. S.
Whyte-Smith this morning, for
throwing dirty water on to Chinese
Police Constable C441, damaging
his shirt. P. C. Farrell remarked
that that was a common offence in
Humphong, people throwing water
over their verandahs!

A fine of \$1,560 with the option
of seven months' jail with hard
labour was imposed by Mr. T. S.
Whyte-Smith at the Kowloon Magis-
tracy this morning on Ho Yee (25),
a Chinese woman, for the possession
of 52 tael of raw opium, found in
a jacket which she wore when she
alighted from the Canton train.

An amah employed on the second
floor of 20, Swatow-street met with
a fatal accident at 2.30 p.m., yester-
day. She was leaning out of the
verandah putting out some
clothes to dry when she overbalanced
and fell into the street. Her head
was crushed and she died in the
Government Civil Hospital at 3
o'clock.

Sitting as Coroner at the Kowloon
Magistracy yesterday, Mr. T. S.
Whyte-Smith and a jury investigat-
ed the circumstances of the death of
an earth coolie at Kowloon Dock.
He met his death as a result of a
truck falling on him. The truck
was at the time being hoisted up by
a crane and the chain snapped. The
enquiry was adjourned.

Mr. Owen, living at No. 18,
MacDonnell-road, yesterday after-
noon removed to the Government
Civil Hospital an employee of the
house named Ong Po-sam (20)
who sustained an injured spine
through accidentally falling from a
scaffolding erected outside the house
for repairs. It is not clear why the
servant was on the scaffolding.

"Oh, here's our old friend"
ejaculated Mr. T. S. Whyte-Smith
at the Kowloon Magistracy this
morning, when W. T. Tajima, shoe-
maker, of 85, Nathan Road, was
charged with being drunk in Nathan
Road and with refusing to pay his
10-cent fare when he boarded a bus.

His Worship dropped the charge of
refusing to pay his fare and fined
the defendant \$5 or, in default seven
days' jail for being drunk.

A party of about thirty students
from the St. Joseph's College went
out bathing at Ngau Shi Wan on
Monday. On the return journey, a
student named Chan Kwok-hay was
found to be missing. A report was
at once made to the Police and the
fear was expressed that the lad was
drowned. Yesterday the body of
the unfortunate student was picked
up, and the fears of his comrades
proved to be too well founded.

A Chinese coolie was sentenced to
six weeks' hard labour, by Mr. T. S.
Whyte-Smith at the Kowloon Police
Court this morning for the larceny
of 21 iron bars, valued at \$5, from the
Shun Lee Building Contractor's
shed in Austin Road at 5.45 a.m.
to-day.

For being cruel to twelve chickens
by putting them in a cane basket,
one on top of the other, a well
dressed Chinese woman was fined
\$8, by Mr. T. S. Whyte-Smith at the
Kowloon Magistracy this morning.
Another Chinese coolie was fined \$5
for carrying two chickens by their
wings.

Giving as his excuse that he had
come to Hong Kong because his shed
in the country had been blown down
by the typhoon and he was working
as earth or coal coolie to make
some money to rebuild one, a
baniashee, who was deported from
the Colony in 1927 for a term of five
years, was given eight months' hard
labour at the Kowloon Magistracy
to-day.

CORRESPONDENCE

PICNIC FOR THE BLIND

[To the Editor of the "China Mail."]
Sir, — In connection with the
appeal for the V.D.M.A. (St. Peter's
Group) annual picnic for the blind,
which you so kindly published the
other day, I wish to say that I have
already received the sum of \$65 in
donations, and the offer of six cars.
Such a generous response is most
gratifying, but as there are at least
50 blind girls to be transported to
Shek-O, we still need more cars.
After the picnic has been held I
will send you a detailed acknowl-
edgment of donations and offers of cars.
Trusting you will find space to
publish this letter, and thanking you
for your co-operation in this
appeal.

Yours, etc.,
N. V. HAYWARD.
Hong Kong, September 10.

COCOON TAX

PETITION FROM CANTON SILK MERCHANTS

Canton, Yesterday.
The silk merchants have filed a
petition with the Department of
Finance to abolish the cocoon tax
and to levy only the silk tax.
The abolition of the former tax
was promised by the Chairman,
General Chan, while he was visiting
the silk producing districts, pre-
vious to his departure to the North.
The Department, after giving due
consideration to the petition, has
notified the members of the Duty
Re-adjustment Committee to meet
on September 11 to decide on this
matter.—Canton News Agency.

MUSICAL TREAT

VOLUNTEERS' CONCERT TO-MORROW NIGHT

What promises to be a treat to
music lovers will take place at the
Hong Kong Volunteer Defence
Corp Headquarters to-morrow in
the form of a Promenade Concert.
The Band of the 2nd Battalion of
the King's Own Scottish Borderers
will play several items by kind per-
mission of Major B. C. Lake, D.S.O.,
and Officers; and in addition the
Corps Band will be in attendance.
An added attraction is promised
as Mr. and Mrs. D. M. Richards
have kindly offered their services
and this, combined with the fact
that the Aloha Serenaders are ren-
dering popular tunes, should all go
toward making this concert as suc-
cessful as its predecessors.

WEDDING

HONG KONG BANKER WED IN LONDON

The wedding took place on July
24 at Holy Trinity, Beckenham, by
the Rev. Hugh Wood, Vicar of Whit-
church, Aylesbury, the local Vicar
(Rev. W. A. Knight), assisting, of
Charles Layard Edwards, of the
Hong Kong and Shanghai Banking
Corporation, Hong Kong, youngest
son of Mr. and Mrs. Vincent
Edwards of Twickenham, and
grandson of the late Gen. Clement
A. Edwards, C.B., and Helen,
widow of W. L. M. Hill, and
youngest daughter of Mr. and Mrs.
Geo. D. Beggs of 9 Cator Road,
Sydenham.

MARRIED PEACE

NO QUARREL IN THIRTY- THREE YEARS

For the first time a "trial" was
held at Hanworth, Middlesex, in
the village hall, to decide among
those who had been married for one
year and upwards who should be
presented with a filch of bacon.
Five couples appeared before the
"court."
The filch was awarded to Mr.
Thomas Collins and his wife,
Sophia, of York Villas, Hanworth.
Mr. and Mrs. Collins stated that
they had been married for thirty-
three years, and had never had a
quarrel.

P'RAPS— P'RAPS NOT!

Little Joan: "Mummy, I do wish
you'd buy me a second-hand piano."
Mother: "Bless the child! Why
must it be a second-hand one?"
Joan: "So's I can play it with
both 'ands at once."

"And we have one baby," said the
meek man who was applying for
lodgings. "Will you mind it?"
"Mind it?" snapped the other
party. "Of course not. Do you
think I'm a nurse?"

A preston loom-overlooker one
Saturday afternoon was watching a
game of lawn tennis and made up
his mind that he, too, would take it
up as a pastime. Determined to
do it in style, he went to a sports
outfitter and asked to see some
rackets. When the assistant
brought a few to the counter, the
tackler waved him away with the
remark: "None o' thad, me lad, I
want a gradely one—one w' a pair
o' white boots on."

The editor of a small provincial
paper was suddenly disturbed by an
indignant gentleman who came
bursting into his office.
"Look at this advert of mine!"
bellowed the purple invader. "I
gave you an advert for a house to
be sold—and you've messed every-
thing up!"

The editor looked up and thought
for a moment. "Ah—I remem-
ber!" said he. "I discovered that
your advert got slightly mixed with
an advert for razors."
"Yes!" bawled the other. "And
a fine fool you've made me look ad-
vertising a house solidly built,
'hollow ground!'"

The man who had purchased a
second-hand motor-car from a
dealer was very dissatisfied with
the results. The car "jibbed" at
every incline and had stuck on one
occasion, leaving him stranded on a
country road in a rain-storm, miles
from anywhere.

When eventually he got home he
went round to the dealer and heated-
ly told him what he thought of it.
The dealer was surprised. "The
car," said he, "was the last word in
motor-cars!"

"It may be!" replied the other,
"but it's a word that ought never
to be repeated!"

In the hotel lounge they were
talking of the large ants they had
seen and the "as large as
booties" stage had been reached
when the American cut in: "That's
nothing! In my country we have
ants as big as rats." There was
shocked silence for a while and
then the quiet little man in the
corner, speaking for the first time,
said mildly: "I've seen ants much
larger than that."

American: "Where?"
Q. L. M.: "In India. Why, they
are so big the natives train them to
pull loads."
American: "Gee! I can't believe
that. What sort of ants were they?"
Q. L. M.: "Elephants."

Her tennis frock's a perfect fit,
Her shoes and socks are simply
"it."
Her bandeau shocks, perhaps, a bit,
But hang it! after all—
Let sterner folk rebuke the chit,
We'll make our jokes and hope her
kit
With tennis "blokes" will make a
a hit—
She seldom hits the ball!

Proudly he walked up to his
betrothed, and drew from his pocket
a small morocco case. Opening it,
he took out a ring—a simple
diamond—and placed it on her
tapering finger.

She looked at it.
"It's very small," she said, and
paused. Then: "And not very
brilliant, either."
Poor fellow. His smile vanished,
but quietly recovering himself he
laughed, and said: "Ah, sweetheart,
but love is blind!"

Raising her limpid eyes to his,
she said:
"Yes, dear, but not stone blind."

The portly gentleman who had
been engaged to sing in the musical
programme following a dinner, at a
large restaurant, was looking very
enraged. He was scanning the
list of musical items, and, to his
consternation, his name had been
omitted!

Approaching one of the or-
ganisers, he brandished the pro-
gramme furiously, and demanded
the reason of the omission. The
young fellow whom he approached
glanced down the card, then laughed
nervously. "Aren't you Signor
Jelly, the singer?" he asked.
"Yes!" was the reply.
"Well—er—your name being
Jelly," said the young chap, "it
appears to have been put on the
menu, in mistake."

THEFT FROM CABIN AVIATION IN CHINA

ATTACHE CASE AND TOILET SET

OBLIGING COOKE

Two Chinese young men, characterised as "Mutt and Jeff," appeared at the Kowloon Magistracy this morning before Mr. T. S. Whyte-Smith, charged with the following:

(1) the first defendant for stealing one attache case and one toilet set, the property of a student passenger of the M.M. ss. "D'Artagnan," which arrived from Shanghai yesterday afternoon.

(2) both defendants for receiving the goods, well knowing the same to be stolen.

First defendant pleaded "not guilty," while the second stated that the first had given him the attache case to carry, they both being odd-job coolies.

A Chinese detective stated that he arrested both defendants in Nathan-road. The second was carrying the case.

After the usual questioning the first disclosed that he had taken the case from cabin 221 of the French steamer.

Lance-Sergeant France stated that there was no evidence to show that the first defendant had stolen the articles.

His Worship remarked to the second defendant that he was silly in agreeing to carry the attache case when the first asked him to.

However, his Worship discharged the first defendant and fined the second \$5 with the alternative of seven days' hard labour, this being his first offence. The property was ordered to be restored to the complainant.

HAWKERS FINED

ONE RUNS FROM SERGEANT BARNICLE

"A BAD HAT"

Eight hawkers stood before Mr. T. S. Whyte-Smith at the Kowloon Magistracy.

The first one was fined \$3 for street crying.

The second was fined \$3 for selling within market limits.

The third, fifth and sixth were fined \$4, \$2 and \$3 or five days' jail respectively, for obstruction.

The fourth was a "bad 'un." His Worship: I only cautioned you three days ago—on the ninth of this month—for selling without a licence. Six dollars.

The seventh was fined \$4 for hawking without a licence.

Resisting Arrest
The eighth "put the hat on it." He was charged with selling without a licence, and with resisting arrest from Police Sergeant P. Barnicle in the execution of his duty in Shantung Street.

His Worship: Do you admit it? Defendant: I went away from the sergeant to get my licence.

His Worship: Has he got a licence at all?

Sergt. Barnicle: Yes he has a hawker's stall holder licence.

When I arrested him yesterday afternoon, he broke away from me and ran for about two hundred yards, and then fell over some timber, so I caught him.

His Worship (to the defendant): How old are you? Defendant: Fifty four, your Worship.

Sergt. Barnicle: He was fifty two in the charge room last night!

His Worship: Well you see I don't want to fine him too heavily. Five dollars on each charge.

His Worship: What was his bail?

Sergt. Barnicle: Fifteen dollars your Worship, and he paid it.

A Chinese was charged before Mr. E. W. Hamilton, at the Central Magistracy, with hawking food for man; and with hawking beef without a licence.

A Chinese constable said that he saw the accused in West Point yesterday afternoon with a basket containing about four catties of beef. Witness watched him and saw accused sell ten cents worth to a woman. He arrested him.

Accused denied selling, claiming that he had bought the beef in the market for himself, and was on his way home when the constable arrested him.

Magistrate: You must be very hungry to want to eat four catties of beef!

Accused: I am sick and can only take beef tea.

The Magistrate convicted on the first count and imposed a fine of \$10 or 14 days. He said that he could not convict on the second charge because the accused could not get a licence for hawking beef in the streets.

LADY STUBBS

The London correspondent of the "Ceylon Observer" writes on July 25:

Lady Stubbs was the subject of an article by the gossip-writer, "Park Lane," in the "Daily Mirror," re her work over here for infant welfare work in Jamaica, he had referred to Mrs. A. H. D'Costa as the wife of Governor of Jamaica. She and Sir Reginald's wife now both receive an expression of sincere regret, and the apology is amplified by a reminder that Lady Stubbs is President of the Child Welfare Association in Jamaica.

CHANG WAI-CHANG'S ARRIVAL IN NANKING

PURCHASE OF PLANES

Canton, Yesterday.

A Shanghai cable announces the purchase by the China Aviation Company of 80 flying machines from the United States, which are said to be on their way to China.

General Chang Wai-chang left Shanghai by the China Airline on September 9 at 2.15 p.m. and arrived at the capital at 3.30 p.m. He was accompanied by the Nam Hoi and the Golden Steed, the Yunnan plane, which carried General Lau Pui-chuen and ten of his staff.

General Chang will assume office as Director General of the National Aviation Administration after his interview with President Chiang Kai-shek. Canton News Agency.

CHINA DRUG HAUL

HEROIN PLANT FOUND IN BRITISH CONCESSION

RUSSIAN ARRESTED

Tientsin, Yesterday.

An elaborate plant for the purpose of extracting heroin, was discovered yesterday morning in a private and apparently empty house in the British Concession.

The Fire Brigade, upon answering a call, found that a fire had been extinguished. Suspicions were aroused, however, and the Police examined the house, in which most elaborate appliances were found.

It appears the heroin had been shipped from France in paste form, and had passed the Customs as floor polish, which it closely resembled. A machine for extraction of the narcotic from the polish, with several thousands of dollars worth of heroin, were confiscated.

The Police arrested a Russian Jew named Brimberg, who attempted to enter the house thinking the Police searchers had departed.—Reuter.

MR. SUN FO

TO LEAVE SHANGHAI ON SEPTEMBER 14

Canton, Yesterday.

Information from a reliable source indicates that Mr. Sun Fo, Minister of Railways, and General Wu Teh-chen, will leave Shanghai for the South on September 14, to attend the second meeting of the Model District Committee of Chung Shan. General Tang Yin-wa, the Commissioner of Public Reconstruction, will come down together with them.

After attending the above meeting, Mr. Sun Fo will go to Canton to carry out a thorough inspection of the Canton-Hankow Railway and Canton-Samsui branch line.—Canton News Agency.

Air Romance Revealed

LOVER FLIES FOR RECORD AS GIRL IS HURT

TENSE drama rode the skies over Roosevelt Field, L. I., in the cabin of the cruising Three Musketeers. Within Pilot Martin Jensen and his wife were exchanging radio-telephone messages from the ground, which informed them of the crash below, in which Viola Gentry's pilot, Jack Ashcraft, was killed, and the girl seriously injured.

As the aviators were dragged, bleeding and flamed, from her plane in a tangle of Jerte Turpikes, Miss Gentry's first thought was of Bill Ubrich, the companion of the Jensen's endurance flight and she implored him to be advised by the airport's aerial telephone of her accident.

Meanwhile in the Three Musketeers, Jensen, at the controls, had glimpsed the wreckage of The Answer, the Ashcraft-Gentry plane, and had speedily veered away before Ubrich had seen. But Bill was suspicious. Repairing the radio set, he talked to Roosevelt Field, shouting:

"What happened to Viola? Now, you birds give me the details—don't try to hold out on me!"

Charles Ellsworth, radio engineer, who was at the phone and was about to make an evasive reply, clearly heard Jensen's voice summoning Ubrich to the controls. Then came a whispered message from Mrs. Jensen:

"Don't tell Bill, Marty saw the wreck and has been keeping away from there."

So they went around, hour after hour. It was planned to keep up this gentle deception until Miss Gentry can have a telephone-radio hookup at her bedside in Nassau Hospital and tell her own story to Ubrich.

OPIUM CASE

MR. AND MRS. KAO YING FACED WITH GRAVE CHARGES

TRIAL PENDING

Mr. and Mrs. Kao Ying and Mr. Suen Foon, the three main figures in the San Francisco opium smuggling case, were to be brought to Shanghai from America on September 6 by the N.Y.K.S. "Shinyo Maru" for trial by the Shanghai District Court. The steamer was to be met at Woosung by a special launch conveying Chinese diplomatic officials and representatives of the Bureau of Public Safety for Greater Shanghai and accused were to be taken directly to Nantao, where they were to be detained in the Bureau of Public Safety pending trial. Special arrangements have been made by the Chinese authorities to see to it that the trio does not enter the International Settlement or the French Concession. The date of the trial of the three has not yet been decided upon but it is thought that it will take place within a few days after the arrival of accused and that the hearing will be a speedy one.

The case caused considerable consternation in the United States especially in San Francisco, where Kao Ying was Vice-Consul and Suen Foon was also a member of the Consular staff. Mrs. Kao arrived in San Francisco from China bringing eight trunks and six suit cases containing 2,400 tins of opium, the value of which was \$3,600,000. When the Customs authorities attempted to open these for search the Kao Yings' claimed consular immunity. The matter was referred to Washington and, as a result, the trunks were searched and the opium found. The three accused accordingly were indicted on four counts but the Chinese in America immediately raised an outcry, demanding that they should be sent home for trial and execution. As the result of representations by Dr. C. C. Wu, the Chinese Minister, to Col. Henry L. Stimson, the U.S. Secretary of State, arrangements were made for the deportation of the accused persons to China for trial.

HOUSING COMEDY

A poor family some months ago in a little village near Lisbon asked a doctor if he would mind letting them live in three rooms in his house for themselves, says a Reuter message. The doctor agreed to this, asking no rent in return, but he stated that he was shortly to be married and that then they must go out.

This the family agreed to, but when the time came, refused to go. The doctor went to court and got a favourable judgment so, he turned the family and their furniture into the street. Neighbours, however, gathered round on hearing the screams and roars of the family, and forcibly replaced the furniture. The doctor is appealing again to the Court to help him.



VIOLA GENTRY, ABOVE. JACK ASHCRAFT, INSET

Henry Hicks, 300 feet south of the Jerte Turpikes, Hicks and his son, Edwin, awakened by the smashing sound, hurried out to drag Ashcraft's body from the plane and to disengage Miss Gentry, who was bleeding profusely and was semi-conscious.

Miss Gentry is not in a critical condition, but because of her weakened condition a blood transfusion was given her and she is reported improving. When she asked about Ashcraft, she received only evasive answers and dividing the truth, she said:

"I know he's dead. He was in front and he couldn't be alive." Miss Gentry had been in the rear of the plane, behind a curtain arranged for privacy, a fact that saved her life, for the front where Ashcraft sat was crushed as the motor buried him in the earth.

SHADOWS BEFORE.

COMING EVENTS ANNOUNCED IN "CHINA MAIL"

Social Functions
To-day—Dinner Dances at Hong Kong Hotel, Peninsula Hotel, and Repulse Bay Hotel, 8.30 p.m.

Entertainments
To-day — Queen's Theatre; "While the City Sleeps."

To-day — World Theatre; "The Villa By The Sea" at 5.15 and 9.20 p.m. "The Hermit's Own Wedding" (Chinese picture), 2.30 and 7.15 p.m.

To-day — Star Theatre; "Blue Skies."

To-day — Majestic Theatre; "The Battles of Verdun."

To-day — At Theatre Royal, opening performance of Forbes, Russell Comedy Co., "By Candle Light," 9.15 p.m.

Home Mail
To-day — Inward from Europe via Suez ("Mantua").

Land Sale
Sept. 16—At P.W.D. Offices, one lot of Crown Land at Tai Kok Tsui, 3 p.m.

Sports
Sept. 14—Eighth annual aquatic sports meeting of Police and Prison Depts., V.R.C. Club.

Sept. 14 — Charity Football Match: United Services v. S.C.A.A., Caroline Hill, 4.45 p.m.

Sept. 21 — Victoria Recreation Club Night fete.

Sept. 29—St. John Ambulance Brigade aquatic sports, King's College bath, 10 a.m.

Meeting
To-morrow — Regular monthly meeting of the Marine Engineers' Guild of China (Hong Kong Branch), 67, Des Voeux Road Central, 6 p.m.

Miscellaneous
To-morrow—H.K.V.D.C. Promenade Concert, on Parade Ground, Volunteer Headquarters, 9.15 p.m.

IN OTHER PLACES

CHRONICLES FROM JAPAN TO JAVA

General Chiang Kai-shek has ordered the Commissioner of Finance of Kiangsu Province to abolish the "bamboo and timber tax," as this tax is vexatious.

A telegram from Kaifeng reports that Neihyang, Honan, and a neighbouring district have fallen to the hands of bandits, who are still occupying Neihyang at the present time.

The Shanghai District Court has resumed its regular office hours from 9 a.m. to 12 noon and from 2 to 5 p.m. During July and August, the hours were from 7.30 a.m. to 12 noon daily.

Sketch plans for the Victoria Nurses Home have now been prepared and are being submitted to the Shanghai Municipal Council and to the authorities of the Country Hospital for approval.

Special trains will be placed on service on the Shanghai-Hangchow-Ningpo Railway for three days beginning from the 18th instant when a large number of people are expected to visit Haining to witness the Haining bore.

China, according to a manifesto of President Chiang Kai-shek, is at present supporting 2,000,000 troops at a total expenditure of \$45,000,000. Unless they reduced the Army to 800,000 men there was little hope for the future of the Nationalist Government.

It is reported by the people who live at Rocky Point, Peitaino, that the great number of Soviet Russians who spent the early part of the summer at that section of the Beach resort are now conspicuous by their absence, says the "Peking Leader."

The Ministry of Navy has drawn up a scheme for the establishment of a school for the training of Chinese press, all Chinese under 30 years of age and possessing the necessary qualification may sit in the examination for pilots. The Ministry of Navy, the Chinese press says, intends to take back the pilotage right from the hands of foreigners in 1932.

NEW ADVERTISEMENTS.

POSITION WANTED.

A RESPECTABLE CHINESE undertakes to collect bills, rent and other accounts for firms and/or private individuals for a moderate salary. Guarantee and security furnished. Replies to Box No. 621, c/o "China Mail."

MARINE ENGINEERS' GUILD OF CHINA.

HONG KONG BRANCH.

MEMBERS are requested to attend a Regular Monthly Meeting at the GUILD OFFICE, 67, Des Voeux Road, Central (DAVID HOUSE) on FRIDAY 13th September 1929 at SIX O'CLOCK p.m.

BUSINESS:

ELECTIONS & GENERAL.

W. J. STOKES.

Branch Secretary.

NOTICE.

HONG KONG JOCKEY CLUB.

EXTRA MEETINGS 1929.

PROVIDED no further unforeseen circumstances arise, the following dates have been fixed provisionally for the remainder of the Extra Meetings season:—

Monday, 14th October.

Saturday, 26th October.

Saturday, 16th November.

Saturday, 30th November.

Saturday, 7th December.

The Stewards request the forbearance of Members and the Public with the inconveniences inevitably attendant upon the building operations at the Course.

C. B. BROWN.

Secretary.

Hong Kong, 11th Sept., 1929.

HONG KONG JOCKEY CLUB.

ANNUAL RACE MEETING, 1930.

THE Following Dates have been fixed for the Annual Race Meeting of the Club.
24th, 25th and 26th February and 1st March, 1930.

C. B. BROWN.

Secretary.

Hong Kong, 11th Sept., 1929.

NOTICE TO CONSIGNEES.

LLOYD ROYAL BEIGE S.A.

FROM ANTWERP

The Steamship, "CAUCASIEN" having arrived, Consignees of cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous godowns of The Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 18th September, 1929, will be subject to rent.

All Claims against the vessel must be presented to the Undersigned on or before 25th September, 1929, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on 18th September, 1929, at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

THE BANK LINE LTD., Agents.

Hong Kong, 12th September, 1929.

Columbia
New Electric Records We Recommend

9716-7 — Capriccio Espagnole *Halle Orchestra.*
9707 — Norwegian Rhapsody *Sym. Orch. of Paris.*
9688 — Sinner Cove *Cont. Sym. Orch.*
9658-9 — Haydn Quartet in F ... *Lower String Qte.*
9628 — Concerto in G Minor (Bruch) *Zimmermann—Violin.*

D1637 { Minnelied *Tortis—Viola.*
On Wings of Song

D1622 { Barcarolle *Squire—Cello.*
La Cinquintaine

The Anderson Music Co.

Feed Your Baby On
Glaxo

NEWLY ARRIVED

REAL HABANA CIGARS.

HENRY CLAY:
Panetelas 25's \$9.50 per box
Jockey Club 25's 9.50 " "
Londres Finos 25's 7.75 " "
Bouquet de Salon .. 25's 6.25 " "

LA CORONA:
Coronas 25's \$21.50 per box
Half-a-Corona 25's 11.25 " "
Celestiales Chicos .. 25's 10.75 " "

EL AGUILLA DE ORO "BOCK Y CA":
Excelentes 25's \$8.25 per box
Portenas Finas 25's 7.00 " "

TABAQUERIA FILIPINA
Asiatic Building, Queen's Road C.

The Whisky of Quality from the oldest distillers in the world

Haig
THIS PATHER OF ALL SCOTCH WHISKIES

Consumers are requested to see that every bottle of John Haig Gold Label Whisky as supplied by us bears the foot label thus: "Gande, Price & Co., Ltd. Sole Agents for Hong Kong."

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GANDE, PRICE & CO., LTD.
St. George's Building, Ice House Street.
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BOORD'S GINS

"CAT ON BARREL BRAND."

CALDBECK, MACGREGOR & CO., LTD.
(Incorporated under the Companies' Ordinance of Hong Kong.)
Prince's Building, Ice House Street Tel. C.75.

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Try our

**PRICKLY HEAT LOTION,
POWDER and SOAP**
and get rid of this irritating ailment.

BATH SALTS
in all perfumes.

Queen's Dispensary
Pharmaceutical Chemists
22, Des Voeux Road Central.



ILLUSTRATED!

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A WEEK'S PAPERS IN ONE.

**OVERLAND
CHINA**

MAIL
SPECIAL COLOURED SUPPLEMENT
with PICTURES of all local events
is given free in the
OVERLAND CHINA MAIL.

**CHINA NEWS, LOCAL NEWS
and all the NEWS.**

*The Weekly paper that saves you
the trouble of writing Home.*

This week's "Overland China Mail" contains much more reading matter than usual. Following the report of the Salaries Commission and the first reading of the 1930 Budget, a crop of papers from departments of the Hong Kong Government have been handed out. Such reports have been carefully collected in the "Overland," both for people elsewhere to read and for filing purposes.

If you desire to have all those official papers together in handy form you will find them in the "Overland China Mail," the only Hong Kong weekly news budget which carries pictures and a free picture supplement.

In other directions, there has also been abundant activity, which is recorded faithfully in the "Overland." You can read about the typhoon which came quite close, about the sustained campaign to pervert dock labourers, about a Red attempt to corrupt even men of the British Garrison in Hong Kong, a sorrowful suicide in the Police Force, and trouble among individuals in one of Britain's finest regiments of infantry.

Banking looms in the public eye in the Old Country at the moment because of a Chinese decision in regard to some British property. Interest is being shown in China again. Furthermore, hostilities between China and Russia have been renewed, so much so that subjects of other countries have lost their lives. The "Overland" will tell you all about what is going on; it will save you the trouble of writing; and it will tell your friends at Home or in other parts of the world all they desire to know. Be sure to obtain your copy—before the issue is taken up and in time for catching the mail.

In the whirl of a trying Hong Kong summer, letters to relatives and friends to other parts of the world frequently fail to be written even by the most ardent correspondents. It is a kindly thought, therefore, to ensure that those away from the Colony, or folks at Home, should have an unfailing supply of Hong Kong and China news every week—by means of a subscription to the "Overland China Mail."

Without any trouble of packing and worrying about the Post Office on your part, and at a one-and-only cost of H.K.\$2.75 for three months, the "Overland China Mail" will be sent Home for you every week, catching the mail regularly. It contains just the news features and pictures from the daily "China Mail" that make a studied appeal to people with any interest whatsoever in Hong Kong, and many letters testify to the keen pleasure and interest its weekly arrival brings.

For your folks at Home to receive this weekly budget, or to keep yourself posted with affairs during your absence, all that you have to do is to drop a hint to the "Overland China Mail."

The word "Overland" is a reminder of the experience behind the production, it having been published since the early days of the Colony, to be sent OVERLAND because there was no Suez Canal, and that was the quickest route by which to get mail Home. In the march of times the "Overland China Mail" has become the only weekly news budget which has pictures. It is made just to suit requirements, as it has done all along. What more could be desired?

READY TO -MORROW

Mail via Suez closes at 10.30 a.m. on Saturday

SINGLE COPY 25 Cents.
INCLUDING SPECIAL COLOURED
PICTURE SUPPLEMENT

[Sold on the streets and at the bookstalls or you can send your subscription to the office.—H.K. \$13 per annum, or \$15 including postage abroad, half-yearly, quarterly, or specific periods pro rata.]
No. 3A, WYNDHAM STREET—PHONE C. 21.

"THE OVERLAND CHINA MAIL"

WANTED IN CANTON

EXTRADITION OF CHINESE HERE

MURDER ALLEGED

Yesterday afternoon Mr. E. W. Hamilton heard evidence in extradition proceedings in which the Canton authorities are seeking the surrender of a Chinese named Lam Tong, who is wanted on a charge of alleged murder.

Mr. L. R. Andrewes, Assistant Crown Solicitor, supported the application, whilst the alleged fugitive was represented by Mr. J. M. Remedios.

Mr. Andrewes said that the fugitive was alleged to have shot another man on May 28 in Cheung Kani village, Shun-tak district. On that day the victim, Lam Chan, had been collecting rent with another man, who was also murdered. They were on their way back home when the two men were joined by Lam Chan's sister.

Soon after the fugitive and another man rushed out of a lane, and snatched some money which Lam Chan was carrying. They then ran away. Frightened by the sudden appearance of the two men, Lam Chan's sister bolted. She returned later to find that her brother was dead. The fugitive was arrested in Hong Kong on August 12.

Evidence was then taken, the witnesses including the Chinese constable who arrested the fugitive in Hong Kong, and Lam Chan's sister.

The case was adjourned.

D.B.S. FUND

DONATIONS IN HONOUR OF DIAMOND JUBILEE

FOURTH LIST

In connection with the sixtieth birthday appeal and commemorations of the Diocesan Boys' School and Orphanage, the following donations have been received:—

| | |
|-------------------------|-----------|
| Fourth List:— | |
| Mr. Henry Humphreys | \$5.00 |
| Mr. A. K. Grondahl | 5.00 |
| Mrs. M. E. Grondahl | 5.00 |
| Mr. C. E. H. Beavis | 25.00 |
| Dr. W. B. A. Moore | 10.00 |
| Miss E. Hayward | 10.00 |
| Mr. P. W. Parker | 25.00 |
| Mr. W. C. F. Shaw | 25.00 |
| Mr. S. R. Jones | 5.00 |
| Dr. D. J. Valentine | 25.00 |
| Mrs. Ellis | 5.00 |
| Mr. Cheung Upui | 5.00 |
| Mr. M. K. Lo | 25.00 |
| Rev. C. I. Blanchett | 10.10 |
| Interest at 2 per cent. | 4.00 |
| Mr. Chow Lai-chai | 10.00 |
| A.B.C. | 10.00 |
| Mr. Lam Woo | 5.00 |
| Mr. Chiu Wah-moon | 15.00 |
| Mr. Tjia Ching-long | 1.00 |
| Lau | 10.00 |
| Mr. J. H. Chung | 10.00 |
| X.Y.Z. | 2.00 |
| A Friend | 5.00 |
| Mr. W. P. Keswick | 120.48 |
| (total 100) | 10.00 |
| Mr. H. J. Howard | 10.00 |
| Mr. W. J. Howard | 10.00 |
| Mr. R. C. Chance | 10.47 |
| (£1.10) | 49.87 |
| Mr. F. A. Carr (£5) | 100.00 |
| Mr. G. Piercy | 100.00 |
| Mr. Lim Sui-kung | 300.00 |
| (Formosa) | |
| | \$ 877.92 |

Previously acknowledged:—
First list 12,920.00
Second list 1,520.00
Third list 1,358.00
Total \$16,798.00
Of this amount \$3,620 are for buildings and the balance \$13,178.00 for the endowment fund.

TUNG WAH HOSPITAL

DONATIONS FOR THE EASTERN BRANCH

The Tung Wah Hospital gratefully acknowledges the following further contributions:—

| | |
|-----------------------------------------------------------------------------------------------|--------------|
| British-American Tobacco Co. (China), Ltd. | \$ 500 |
| Messrs. Douglas, Lapraik & Co. Imperial Chemical Industries (China), Ltd. | 100 |
| Messrs. Percy, Smith, Seth and Fleming | 50 |
| Further donations from Chinese subscribers, which are being acknowledged in the Chinese Press | 17,150 |
| | \$ 18,000.00 |

Amount previously acknowledged 430,324.81
\$448,324.81



Sue Carol and Lew Cody in "Beau Brummell"—at the Queen's Theatre, September 15 and 16.

MONEY AND SHARES

TO-DAY'S QUOTATIONS

| | |
|---------------------------------|-----------|
| On London— | |
| Bank, wire | 1/11 1/2 |
| Bank, on demand | 1/11 3/16 |
| Bank, 30 days' sight | 1/11 1/2 |
| Bank, 4 months' sight | 1/11 1/2 |
| Credits, 4 months' sight | 2/- 1/2 |
| Documentary 4 months' sight | 2/- 1/2 |
| On Paris— | |
| On demand | 1197 1/2 |
| Credits, 4 months' sight | 1272 1/2 |
| On Berlin— | |
| On demand | — |
| On New York— | |
| On demand | 46 1/2 |
| Credits, 60 days' sight | 48 1/2 |
| On Bombay— | |
| Wire | 120 1/2 |
| On demand | 120 1/2 |
| On Calcutta— | |
| Wire | 120 1/2 |
| On demand | 120 1/2 |
| On Singapore— | |
| On demand | 83 1/2 |
| On Manila— | |
| On demand | 94 |
| On Shanghai— | |
| On demand | 83 1/2 |
| 30 days' sight (private paper) | — |
| On Yokohama— | |
| On demand | 99 1/2 |
| Gold Leaf, 100 fine (per tael) | — |
| Sovereigns (Bank's buying rate) | 10.00 |
| Silver (per oz.) | 23 13/16 |
| Bar Silver in Hong Kong | 3% dis. |
| Copper Cash | Nominal |
| Copper Cents | 3% prem. |
| Rate of Native Interest | 7% p.a. |
| Chinese Sub. Coin | 25% dis. |
| Hong Kong Sub. Coin Par. | — |

RAILWAY MISHAP

CANTON EXPRESS LEAVES THE RAILS

PASSENGERS SAFE

The Canton express, which left Kowloon at 3.20 p.m., yesterday, met with a curious accident after it had travelled a short distance.

The train, comprising nine carriages, left from the No. 2 platform, and had not yet gathered speed when nearing the level crossing gate by Holt's Wharf, some of the carriages were observed to be swaying, and became derailed.

The second carriage from the engine was the first to leave the line and bumped about 20 yards along the sleepers before it became unshackled and came to rest across the intervening space between the two sets of tracks.

But for the fact that the train was not travelling at any appreciable speed, the damage would have been very serious. No one was injured, although all the passengers had an anxious time and a shaking. Some who were in the second carriage were thrown from their seats as the vehicle bumped over the sleepers. They expected the worst at any moment, as the carriage was liable to topple over. Their relief can be imagined when it finally came to a halt on its wheels.

Improvised Service

A good length of rails was pulled from the "chairs," and this caused the following coaches to leave the track also. The rails were strung out across the station entrance, and incoming trains were unable to reach the platforms. Passengers had to disembark beyond the level crossing, and the service was kept up to schedule by running trains to and from this point. This system will obtain until the tracks have been cleared and the damaged section of the rails repaired.

It is understood that some difficulty will be experienced in clearing the tracks as the railway crane could not be got near the carriages, but the breakdown gang was on the job within a few minutes of the accident.

Probable Cause
It is thought that the accident was caused by a fault at a point where the main track is joined to the middle track which runs to the central platform of the station. Apparently the mechanism had clicked back after the first carriage had safely crossed over to the main track.

All the carriages, of which Nos. 2 and 9 belong to the Canton section, suffered little damage, but the sleepers, of course, snapped like matchwood. The engine and the other seven coaches belong to the British section of the railway.

The passengers for Canton had to wait in the station yard for over an hour before they could make their journey in another train which started at 4.30 p.m., from beyond the crossing.

Working until well after midnight, the breakdown gang succeeded in clearing the line for traffic on all but the damaged track, repairs to the rails on which have yet to be completed.

There were many fatal accidents on Bank Holiday. A motor-car struck the parapet of Staines Bridge, tearing away ten yards, and plunged over the side. One of the occupants was killed, and four others were injured.

In a letter to the Food Council, the London Flour Millers' Association state that it would be a gross travesty to suggest that the Association had, at any time, tried to influence the price of bread.

T.T. on London 1/11 1/2

T.T. on Shanghai 34

Banks

| | |
|--------------------|------------|
| H.K. Bank | \$1230 b |
| H.K. London Reg. | \$129 n |
| Chartered Bank | \$204 b |
| Mercantile A. & B. | \$323 n |
| Mercantile C. | \$154 n |
| P. & O. Bank | — |
| Bank of East Asia | \$90 1/2 n |

Insurances

| | |
|-----------------------|---------|
| Canton Insurance | \$630 n |
| Union Insurance | \$331 b |
| North China Insurance | \$160 b |
| Yangtze Insurance | \$450 n |
| China Underwriters | \$2 n |
| China Fire Insurance | \$310 b |
| H.K. Fire Insurance | \$760 s |

Shipping

| | |
|------------------------|------------|
| Douglases | \$27 1/2 n |
| H.K. Steamboats | \$25 b |
| H.K. Tugs & Lighters | — |
| Indo-Chinas (Pref.) | \$46 s |
| Indo-Chinas (Def.) | \$70 s |
| Shell Transports (old) | \$100/- n |
| Shell Transports (new) | — |
| Union Waterboats | \$22 s |

Mining

| | |
|-----------------------|------------|
| Benguets | \$3.20 b |
| Kailan Mining Ad. | \$2/6 n |
| Langkats (comb.) | \$14 n |
| Langkats (single) | \$19 1/2 n |
| Shanghai Explorations | \$140 n |
| Shanghai Loans | \$14 1/2 n |
| Raub | \$9 1/2 n |
| Tronoh Mines | \$1/- b |

Docks, Wharves, Godowns, &c.

| | |
|------------------|---------------|
| H.K. Wharves | \$129 b |
| H.K. & W. Docks | \$324 b 33 sa |
| China Providents | \$4.65 s |
| Hongkows | \$184 n |
| New Engineerings | \$7.90 b |
| Shanghai Docks | \$144 b |

Cotton Mills

| | |
|------------------------|-----------|
| Ewo Cottons | \$19 n |
| Shanghai Cottons (old) | \$190 s |
| Shanghai Cottons (new) | \$163 n |
| Zoonk Sings | \$11.60 b |

Lands, Hotels & Buildings

| | |
|--------------------|---------------|
| H.K. & S. Hotels | \$9 b 9 1/2 s |
| H.K. Lands | \$60 b |
| Shanghai Lands | \$154 b |
| Humphreys' Estates | \$14.10 b |
| H.K. Realities | \$8 s |
| Chinese Estates | \$98 s |
| H.K. Territorials | — |
| Prince's Buildings | — |

Public Utilities

| | |
|-------------------------|-------------------|
| H.K. Tramways | \$18.10 b 18.35 s |
| Peak Trams (old) | \$11.80 s |
| Peak Trams (new) | \$8.05 n |
| Star Ferries | \$66 1/2 b 67 sa |
| China Lights (comb.) | — |
| China Lights (old) | \$12.70 s |
| China Lights (new) | \$12.60 n |
| China Lights 1928 issue | — |
| H.K. Electric (old) | \$59 1/2 b 60 sa |
| H.K. Electric (new) | — |

Macao Electric

| | |
|---------------------|------------|
| H.K. Telephones | \$7 b |
| China Buses | \$14 1/2 b |
| Singapore Tractions | \$11/- b |
| Singapore Pref. | \$20/- b |
| Sandakan Lts. | \$2 1/2 s |

Industrials

| | |
|------------------|-------------------|
| China Sugars | 95 cts. s |
| Malabon Sugars | \$27 n |
| Canton Ices | \$2 1/2 b & sa |
| Cements (comb.) | \$9 1/2 b 9.40 sa |
| Cements (old) | \$7.70 b |
| Cements (new) | \$1 1/2 b |
| H.K. Ropes (old) | \$7 b 7 1/2 sa |
| H.K. Ropes (new) | — |
| United Asbestos | \$5 b |

Stores, &c.

| | |
|----------------|-----------|
| Dairy Farms | \$19.90 n |
| Watsons | \$11.80 b |
| Der A. Wings | 80 cts. n |
| Lane Crawfords | \$13 n |
| Maskintoshs | \$18 b |
| Sinceres | \$12 n |
| Wm. Powells | \$2 1/4 s |

Miscellaneous

| | |
|---------------------------|------------|
| H.K. Amusements | \$25 1/2 s |
| H.K. Constructions | \$1.55 n |
| B. Ind. G. Bonds | 64 1/2 % n |
| H.K. Gov. Loans | 7% s |
| Caldbeck Macgregor: Ord. | \$11 b |
| Caldbeck Macgregor: Pref. | \$10 b |

EROTIC DANCES

HUNGARIAN AUTHORITIES TAKE ACTION

The Hungarian Minister of the Interior has declared war on modern dancing.

At a conference which was held at the Ministry it was decided formally to prohibit "supermodern erotic dances" at public dancing places, and to conduct a campaign to restore the prestige of the old Hungarian national dances. A resolution was passed providing for the State inspection of dancing schools, to ensure that where modern dancing is taught it is on lines to which the Ministry does not object. It was stated that the objection is not to modern dances as such, but to the manner in which they are performed.

A posse of women detectives invaded the Danube Ladies' Swimming School, by the Ersebet Bridge, and, despite indignant protests, took the names of women found wearing "too transparent costumes" in the bath, or insufficiently clad on the sunbathing terrace. The women bathers declared that they were entitled to dress as they pleased in a bath reserved for their own sex.

The women police replied that "Peeping Toms" of Budapest, on the Ersebet Bridge made it essential to control the Hungarian Godivas.

RAINCOATS

GENT'S

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during DINNER DANCE

SATURDAY, September 14th, 1929.

NINA AND JACQUES

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together with augmented Dance Orchestra

Programme:—

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Argentine Horseman Tango
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Popular Yale Blues.

DINNER \$4.00

Tables may be reserved at Repulse Bay,
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Telephone C. 776.

THE HONGKONG & SHANGHAI HOTELS, LTD.

SAME NAME

ELIZABETH AND THE DUCHESS

"How do you do? My name's Elizabeth, the same as yours."

This is how five-year-old blue-eyed Elizabeth Gilbertson, daughter of a doctor, introduced herself to the Duchess of York, to whom she presented a bouquet, when the Duchess opened a new wing of the North Heris and South Beds Hospital.

"Really?" said the Duchess, "and what's your other name?"

"Elizabeth, same as yours."

"Then your name," said the Duchess, "is Elizabeth, Elizabeth."

"How pretty!"

"My name," replied Miss Five-year-old, firmly, "is Elizabeth, same as yours."

The Duchess was born only four miles away—at St. Paul's, Waldbury—and Hitchin was the first town she knew. Her first governess was a Hitchin woman, Miss Marion Wilkie, now a school teacher at Stevenage.

An Archimandrite, of the Greek Church Vicarage, Cardiff, whose net personality was £4,020 left £1,500 upon trust to use the income for the benefit of "some young man of my country" who should desire to study theology.

MEAT SPECIALS

FILLET OF VEAL

VEAL CUTLETS

LAMB CHOPS

SWEETBREAD

ROAST SIRLOIN

SUCKING PIG

PORK CHOPS

The Dairy Farm Ice & Cold Storage Co., Ltd.

Sport Columns

13 GAMES IN ENGLISH LEAGUES

MIDWEEK PLAY

GRIMSBY SHARE THE POINTS WITH 'POMPEY'

SOUTHEAST WIN AWAY

London, Yesterday. None of the leaders in the First Division was engaged to-day, but they were joined by Grimsby as the result of a draw with "Pompey."

In the Second Division both Bristol City and Chelsea improved their position at the expense of Swansea and Barnsley, respectively.

Southeast gained a valuable couple of points by defeating Crystal Palace on the latter's ground and so go to the head of the Southern section of the Third Division.

Darlington, in the Northern Section join Port Vale at the top by virtue of a win over Nelson on the latter's ground.

Results at a Glance

| Division I. | | | |
|-----------------------|---|-----------------|---|
| Arsenal | 3 | Manchester City | 3 |
| Everton | 1 | Leeds | 1 |
| Manchester U. | 2 | Leicester | 1 |
| Portsmouth | 1 | Grimsby | 1 |
| Division II. | | | |
| Bristol City | 2 | Swansea | 1 |
| Chelsea | 2 | Barnsley | 0 |
| Division III. (South) | | | |
| Bournemouth | 5 | Fulham | 0 |
| Crystal Palace | 1 | Southend | 2 |
| Gillingham | 2 | Exeter | 0 |
| Plymouth | 5 | Torquay | 0 |
| Division III. (North) | | | |
| Nelson | 0 | Darlington | 1 |
| South Shields | 2 | Doncaster | 1 |
| Wrexham | 1 | York | 1 |

THE LEAGUE TABLES

| Division I. | | | | | Goals. | | |
|---------------|----|----|----|----|--------|---------|---|
| | P. | W. | D. | L. | F. | A. Pts. | |
| Dorby | 4 | 3 | 0 | 1 | 11 | 3 | 7 |
| Barnley | 4 | 2 | 2 | 0 | 9 | 3 | 6 |
| Grimsby | 4 | 2 | 2 | 0 | 9 | 4 | 6 |
| Middlesbrough | 4 | 3 | 0 | 1 | 14 | 7 | 6 |
| Arsenal | 4 | 3 | 0 | 1 | 10 | 5 | 6 |
| Everton | 4 | 1 | 3 | 0 | 18 | 8 | 5 |
| West Ham | 4 | 2 | 1 | 1 | 15 | 11 | 5 |
| Wednesday | 3 | 2 | 0 | 1 | 5 | 2 | 4 |
| Birmingham | 3 | 2 | 0 | 1 | 9 | 5 | 4 |
| Newcastle | 4 | 2 | 0 | 2 | 10 | 11 | 4 |
| Leicester U. | 4 | 2 | 0 | 2 | 5 | 9 | 4 |
| Leeds | 4 | 1 | 1 | 2 | 10 | 9 | 3 |
| Manchester C. | 4 | 1 | 1 | 2 | 9 | 11 | 3 |
| Aston Villa | 4 | 1 | 1 | 2 | 5 | 11 | 3 |
| Sunderland | 3 | 1 | 0 | 2 | 5 | 7 | 2 |
| Huddersfield | 3 | 1 | 0 | 2 | 4 | 9 | 2 |
| Liverpool | 3 | 1 | 0 | 2 | 3 | 8 | 2 |
| Portsmouth | 4 | 0 | 2 | 2 | 10 | 10 | 2 |
| Bolton | 3 | 0 | 1 | 2 | 4 | 6 | 1 |
| Sheff. U. | 4 | 0 | 1 | 3 | 7 | 12 | 1 |
| Blackburn | 3 | 0 | 1 | 2 | 4 | 9 | 1 |

Second Division

| | P. | W. | D. | L. | F. | A. | Pts. |
|--------------|----|----|----|----|----|----|------|
| Oldham | 4 | 3 | 0 | 1 | 13 | 9 | 6 |
| Blackpool | 4 | 3 | 0 | 1 | 13 | 9 | 6 |
| Stoke | 4 | 2 | 0 | 2 | 10 | 7 | 6 |
| Hull | 4 | 2 | 1 | 1 | 4 | 5 | 5 |
| Charlton | 4 | 2 | 1 | 1 | 12 | 7 | 5 |
| Notts Only. | 4 | 2 | 1 | 1 | 6 | 4 | 5 |
| Bristol C. | 4 | 2 | 1 | 1 | 10 | 9 | 5 |
| Southampton | 4 | 2 | 1 | 1 | 10 | 9 | 5 |
| Tottenham | 3 | 2 | 0 | 1 | 8 | 5 | 4 |
| Chelsea | 3 | 2 | 0 | 1 | 6 | 4 | 4 |
| West Brom. | 4 | 2 | 0 | 2 | 11 | 8 | 4 |
| Reading | 4 | 2 | 0 | 2 | 9 | 8 | 4 |
| Cardiff | 4 | 2 | 0 | 2 | 6 | 7 | 4 |
| Bradford | 4 | 2 | 0 | 2 | 7 | 9 | 4 |
| Bradford C. | 4 | 1 | 1 | 2 | 4 | 4 | 3 |
| Wolves | 4 | 1 | 1 | 2 | 4 | 4 | 3 |
| Barnsley | 3 | 1 | 0 | 2 | 4 | 5 | 2 |
| Bury | 3 | 1 | 0 | 2 | 5 | 6 | 2 |
| Swansea | 4 | 0 | 2 | 2 | 4 | 6 | 2 |
| Notts Forest | 4 | 0 | 1 | 3 | 3 | 13 | 1 |
| Millwall | 4 | 0 | 0 | 3 | 7 | 13 | 0 |
| Preston N.E. | 4 | 0 | 0 | 4 | 2 | 10 | 0 |

Division III. (South)

| | P. | W. | D. | L. | F. | A. | Pts. |
|--------------|----|----|----|----|----|----|------|
| Southend | 4 | 4 | 0 | 0 | 12 | 4 | 8 |
| Plymouth | 4 | 3 | 1 | 0 | 9 | 4 | 7 |
| Coventry | 4 | 3 | 1 | 0 | 9 | 4 | 7 |
| Northampton | 4 | 3 | 0 | 1 | 6 | 3 | 6 |
| Bournemouth | 4 | 2 | 1 | 1 | 11 | 5 | 5 |
| Brentford | 4 | 2 | 1 | 1 | 7 | 4 | 5 |
| Brighton | 4 | 2 | 0 | 1 | 8 | 5 | 4 |
| Gillingham | 4 | 2 | 0 | 2 | 5 | 4 | 4 |
| Newport | 4 | 2 | 0 | 2 | 5 | 4 | 4 |
| Queen's P.R. | 4 | 1 | 1 | 2 | 5 | 8 | 4 |
| Walsall | 4 | 1 | 1 | 2 | 8 | 6 | 3 |
| Swindon | 4 | 1 | 1 | 2 | 10 | 8 | 3 |
| Crystal Pal. | 4 | 1 | 1 | 2 | 6 | 7 | 3 |
| Fulham | 4 | 1 | 1 | 2 | 8 | 10 | 3 |
| Exeter | 4 | 1 | 1 | 2 | 5 | 7 | 3 |
| Bristol R. | 4 | 1 | 1 | 2 | 4 | 6 | 3 |
| Marbury | 4 | 1 | 1 | 2 | 3 | 5 | 3 |
| Luton | 4 | 0 | 1 | 3 | 3 | 7 | 2 |
| Watford | 4 | 0 | 1 | 3 | 3 | 7 | 2 |
| Norwich | 4 | 0 | 2 | 2 | 5 | 12 | 2 |
| Clapton O. | 3 | 1 | 0 | 2 | 2 | 5 | 2 |
| Torquay | 4 | 0 | 0 | 4 | 4 | 14 | 0 |

Division III. (North)

| | P. | W. | D. | L. | F. | A. | Pts. |
|--------------|----|----|----|----|----|----|------|
| Port Vale | 4 | 4 | 0 | 0 | 13 | 5 | 8 |
| Darlington | 4 | 4 | 0 | 0 | 13 | 5 | 8 |
| Stockport | 4 | 3 | 0 | 1 | 11 | 6 | 6 |
| S. Shields | 4 | 3 | 0 | 1 | 7 | 4 | 6 |
| Rochdale | 4 | 3 | 0 | 1 | 4 | 2 | 6 |
| Abercrombie | 4 | 2 | 1 | 1 | 9 | 5 | 5 |
| York | 4 | 1 | 3 | 0 | 5 | 3 | 5 |
| Rotherham | 4 | 2 | 1 | 1 | 8 | 6 | 5 |
| Tranmere | 4 | 2 | 1 | 1 | 10 | 9 | 5 |
| Crewe | 4 | 2 | 0 | 1 | 6 | 3 | 4 |
| Southport | 4 | 1 | 2 | 0 | 7 | 6 | 4 |
| Dumfries | 4 | 2 | 0 | 2 | 7 | 9 | 4 |
| Carlisle | 4 | 1 | 1 | 1 | 7 | 6 | 3 |
| Warrington | 4 | 0 | 3 | 1 | 3 | 4 | 3 |
| Hartlepool | 4 | 0 | 2 | 2 | 7 | 11 | 2 |
| Lincoln | 4 | 0 | 2 | 2 | 2 | 5 | 2 |
| N. Rotherham | 4 | 1 | 0 | 3 | 3 | 10 | 2 |
| Barrow | 4 | 1 | 0 | 3 | 4 | 14 | 2 |
| Hull A. | 4 | 0 | 1 | 3 | 4 | 8 | 1 |
| Wigan | 4 | 0 | 1 | 3 | 2 | 5 | 1 |
| Nelson | 4 | 0 | 1 | 3 | 3 | 13 | 1 |
| Chesham | 4 | 0 | 0 | 4 | 2 | 7 | 0 |

Scottish League

| | P. | W. | D. | L. | F. | A. | Pts. |
|---------------------|----|----|----|----|----|----|------|
| Rangers | 6 | 5 | 1 | 0 | 12 | 1 | 11 |
| Kilmarnock | 5 | 4 | 1 | 0 | 12 | 3 | 9 |
| Heart of Midlothian | 5 | 3 | 1 | 1 | 10 | 3 | 7 |
| Cowdenhead | 5 | 3 | 1 | 1 | 7 | 4 | 7 |
| St. Mirren | 5 | 3 | 1 | 1 | 9 | 7 | 7 |
| Partick | 5 | 2 | 2 | 1 | 12 | 8 | 6 |
| Celtic | 5 | 3 | 1 | 1 | 10 | 8 | 6 |
| Aberdeen | 5 | 2 | 2 | 1 | 11 | 9 | 6 |
| Hamilton | 5 | 2 | 1 | 2 | 11 | 11 | 5 |
| Motherwell | 5 | 2 | 1 | 2 | 7 | 7 | 5 |
| Parkhead | 5 | 2 | 1 | 2 | 7 | 8 | 5 |
| Dundee | 5 | 2 | 1 | 2 | 3 | 6 | 5 |
| Airdrieonians | 5 | 2 | 0 | 3 | 9 | 10 | 4 |
| Ayr | 5 | 2 | 0 | 3 | 8 | 13 | 4 |
| Thornhill | 5 | 1 | 1 | 3 | 7 | 10 | 3 |
| Dumfries | 5 | 1 | 1 | 3 | 8 | 13 | 3 |
| Queen's Park | 5 | 1 | 1 | 3 | 5 | 13 | 3 |
| St. Johnstone | 5 | 1 | 0 | 4 | 8 | 11 | 2 |
| Clyde | 4 | 0 | 1 | 3 | 6 | 9 | 1 |
| Morton | 5 | 0 | 1 | 4 | 4 | 12 | 1 |

CHARITY MATCH

UNITED SERVICES TO MEET S.C.A.A.

In order to raise more money for the Building and Endowment Fund for the Tang Wah Hospital, a charity football match has been arranged to take place at 4.45 p.m., at Caroline Hill, on Saturday between the United States and the S.C.A.A.

H.E. the Governor has kindly consented to be present and to "kick off." The United Services will no doubt field a strong team, for with the Garrison and the warships in port to draw upon it can be safely said that a first rate team will turn out.

South China is also selecting a very strong team; strong enough to prove a formidable opponent to any other combination. Its forward line is easily the best the Chinese have ever put on the field and consists of as many as four "interport" players. Indeed the team not only includes many of the best players but also several "stars" from Shanghai and Singapore.

The South China team will be:—Chow In-in; Li Tin-sang and Ng Kam-chuen; Leung Wing-chiu, Leung Wing-tak and Yee Cheuk-wa; Ip Pak-wa, Lee Wai-tong, Fung King-cheung, Suen Kam-shun and Tso-Kwai-shing.

The Services team will be:—A. B. Speers ("Scraphis"); Gnr. Oliver (R.A.); Sgt. Rogers (K.O.S.B.); Cpl. West (Somerst); Gnr. Joyce (R.A.); Sgt. Stokes (K.O.S.B.); Pte. Stock (K.O.S.B.); Kernick (Sub. L. 19); Sgt. Bewley Bull (Somerst); Pte. Butcher (Somerst).

Reserves: Knapp, Stoker, Deakin, Ransom, Glinzky, Alexander. Referee: Lieut. G. W. Seal, M.C., R.A.

The entrance fees to the stands are \$5, \$3, \$2, \$1 and 50 cents. Bookings have been very brisk and those who desire to see this representative match are advised to book early, at South China Athletic Association, Sincere's, the Sun, the Wing On or the Lai Wah Companies.

LAWN BOWLS

TEAM SELECTED TO MEET SHANGHAI

The following four players have been selected to meet Shanghai in the interport lawn bowls game on the K.C.C. ground on October 5. J. Laing (Taikoo R.C.) No. 1. R. Bala (Craigengower C.C.) No. 2.

A. W. Grimmett (C.S.C.C.) No. 3. J. Ferguson (Taikoo R.C.)—skip. Reserves: S. Grey (Kowloon Dock) and F. Cullen (Kowloon Dock).

As stated already in the "China Mail" the Shanghai team are leaving on the Empress boat on September 28. They will play their first match on the K.C.C. green at the Kowloon Cricket Club on Tuesday, October 1.

WATER POLO

KOWLOON SENIORS STILL IN WINNING VEIN

K.O.S.B. "A" DEFEATED

Two League matches were played yesterday evening at the V.R.C. In the first game, the V.R.C. "B" team met and defeated the K.O.S.B. "A" team. Play was of a high standard, and although the soldier dominated the field at the start, they failed to score and were eventually outplayed and lost by 2 goals to 1.

A Farical Game

The match between the Kowloon "A" and Kowloon "B" bordered on the farical side, and resulted in an easy victory for the senior team by five goals to nil.

League Positions

The latest positions of the contending teams are:

| | P. | W. | D. | L. | F. | A. | Pts. |
|--------------|----|----|----|----|----|----|------|
| V.R.C. "A" | 7 | 7 | 0 | 0 | 28 | 2 | 14 |
| Kowloon "A" | 7 | 6 | 0 | 1 | 24 | 3 | 12 |
| Chinese "B" | 6 | 5 | 0 | 1 | 17 | 6 | 10 |
| V.R.C. "B" | 7 | 5 | 0 | 2 | 28 | 12 | 10 |
| K.O.S.B. "A" | 7 | 3 | 0 | 4 | 9 | 11 | 6 |
| Royal Navy | 7 | 3 | 0 | 4 | 9 | 20 | 6 |
| Somerst L.I. | 7 | 2 | 0 | 5 | 11 | 19 | 4 |
| Kowloon "B" | 7 | 1 | 1 | 5 | 6 | 27 | 3 |
| Chinese "A" | 6 | 1 | 0 | 5 | 6 | 15 | 2 |
| K.O.S.B. "B" | 7 | 0 | 1 | 6 | 3 | 25 | 1 |

TENNIS

C.A.A. TOURNAMENT PRODUCES KEEN GAMES

THE SEMI-FINALISTS

More high class tennis was seen yesterday at the North Point Stadium, when the surviving members in the C.A.A. Tournament fought a hard battle to get into the semi-finals.

Keen competition prevailed throughout and all the matches produced good struggles and fine play. The results follow:—

M. W. Lo beat S. E. Green 7-5, 6-2. Lim Bong-so beat E. C. Fincher 6-4, 6-4.

T. Honda beat John Lim 6-5, 6-4. S. A. Rumjahn beat H. E. Rumjahn 2-6, 6-4, 6-3.

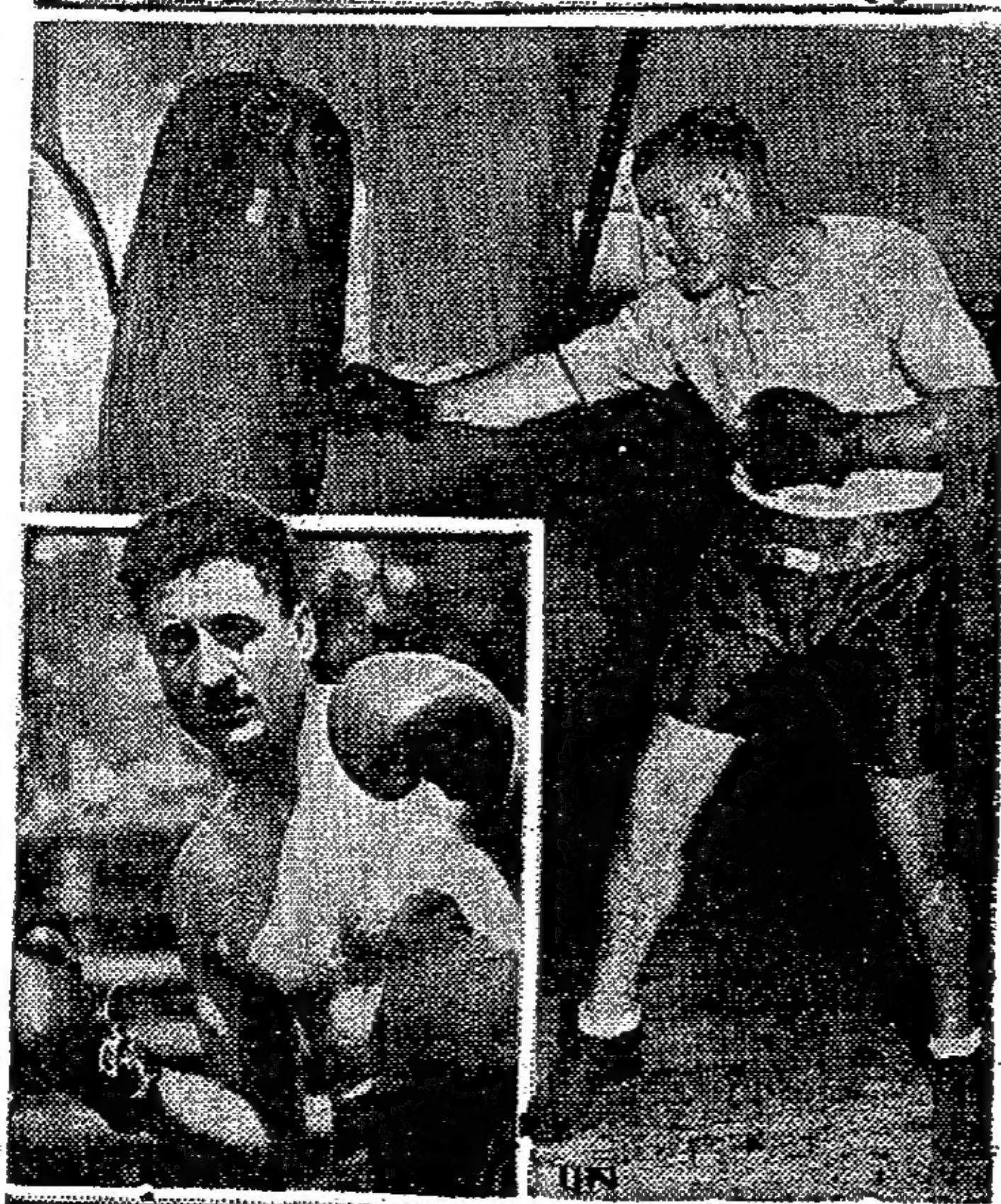
The above winners will play in the semi-final on Saturday at 4.15 p.m., when Lim Bong-so will be opposed to S. A. Rumjahn and M. W. Lo to T. Honda.

TO-DAY'S MATCHES

Open Doubles

At 3 p.m. W. Bray and H. Owen Hughes v. H. Lo and C. Choa. W. Hardy and Richardson v. M. K. Lo and M. W. Lo.

At 4.30 p.m. In Tak-chuen and Chia Tsan-chin v. F. J. Remedios and A. V. Gosano. K. L. Ho and Yau Man-kit v. Lim Bong-so and John Lim.



Tom Heeny, left, the "Hard Rock From Down Under," who was softened by Gene Tamm's powerful punching, met and was defeated by Vittorio Campolo, the Argentine "Gancho," who carries plenty of power in his six-foot frame.

BASEBALL

U.S. SAILORS TUSSELE AT CAROLINE DIAMOND

THE VICTORIOUS "MINS"

The gobs from the U.S.S. "Mindanao" and the "Guam" tussled for honour in a ball game yesterday at Caroline Diamond yesterday. The battle was a pitched one and the "Mins" drew first blood in the second canto; crossing the home plate three times. The same performance was repeated in the fourth stanza, and in the fifth, two more markers were added.

The "Guam" squad did not have a look-in until the last frame, when they made a splendid rally to get their own back. Walloping out like the Samson and Hercules of old, coupled with base-robbing, they managed to get six men home, but failed to tie.

The line-up and scores were as follow:

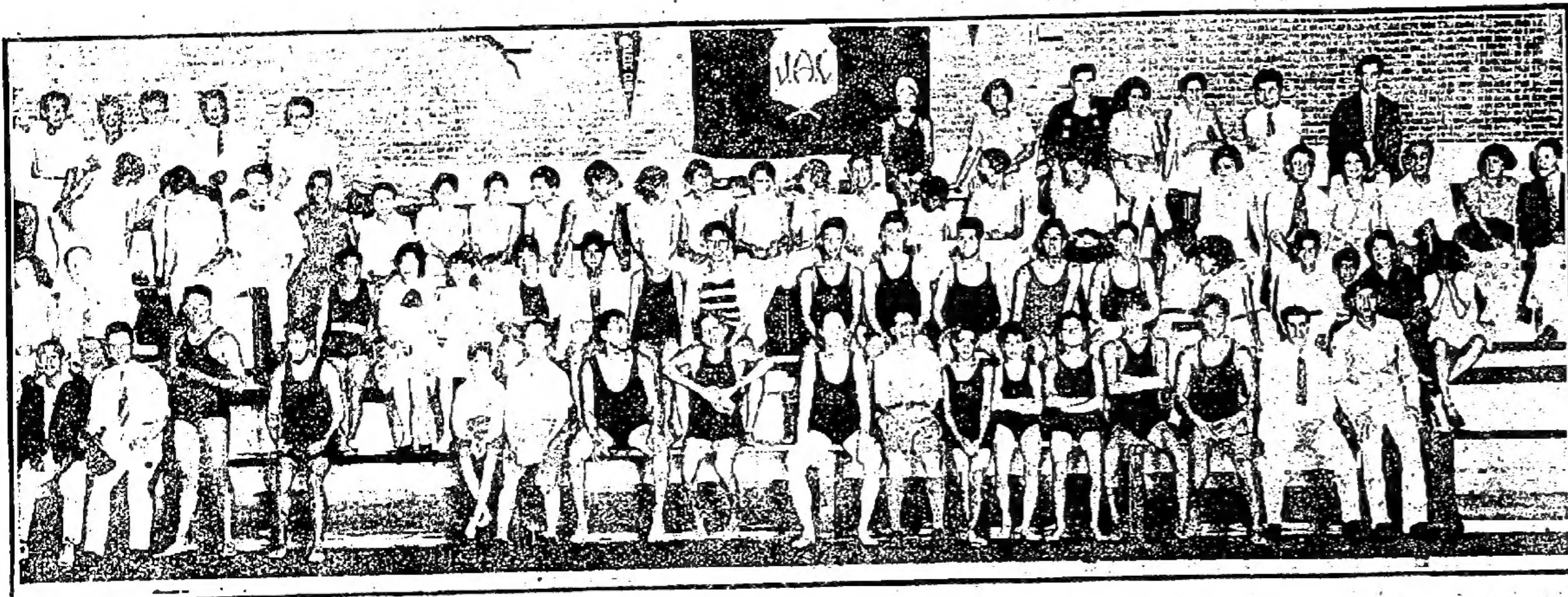
| | P. | W. | D. | L. | F. | A. | Pts. |
|------------|------|------------|----|----|----|----|------|
| Saylor | p. | Rossman | | | | | |
| Fleming | c. | Cathart | | | | | |
| Morris | 1b | Jacobs | | | | | |
| Meyers | 2b | Campbell | | | | | |
| Carter | s.s. | Smith | | | | | |
| Wainwright | 3b | Richardson | | | | | |
| Hauptman | lf | Harris | | | | | |
| McCumber | cf | Jameson | | | | | |
| Furbush | rf | Foster | | | | | |

The Scores

| | The score, inning by inning, |
|------------|------------------------------|
| was:— | 1 2 3 4 5 |
| "Mindanao" | 0 0 0 3 2=8 |
| "Guam" | 0 0 0 0 6=6 |

To-Day's Game

World News In Pictures



On left.—J.A.C. First Swimming Gala.—Competitors and spectators, who were present at the Junior Athletic Club's first swimming gala held at the Municipal Closed Pool, Shanghai. Keen competition in all the events were shown and some close finishes were recorded.—(Ah Fong).



Sue Carol and Lew Cody in "Rough Broadway"—at the Queen's Theatre, September 15 and 16.



Serves on Labour Board.—Mrs. Paul E. Newman, of Deadwood, So. Dakota, has been appointed by President Hoover as a member of the Board of Labour Review, which body advises the Secretary of Labour on Immigration Affairs. She is shown here at her desk in Washington as she assumed her official duties.



Famous College Murder Trial.—Professor James H. Snook, member of faculty of Ohio State University, before his removal following the mysterious death of Theora Hix, centre, co-ed, whose affinity he was, is now on trial charged with her murder. His defence attorney is E. A. Ricketts, right; Jack Chester, left, presenting the case for the State.



New Vice-Chairman.—With the resignation of Mrs. A. T. Hert, of Louisville, Ky., as Vice-chairman of the Republican National Committee, comes the rumour, not yet confirmed, that Mrs. Worthington Scranton, above, of Scranton, Pa., National Committee-woman from Pennsylvania, will succeed her.



Just Like Other Humans.—Back from their 420 hour stay in the clouds. Forest O'Brien left, and "Red" Jackson, right, take a shave, haircut and manicure in St. Louis barber shop, even as you and I. Having been off the earth longer than any other humans doesn't seem to have made them any different. They have been heaped with honours by the city of St. Louis.



On left.—The Corps of Military Police, Shanghai Area, posed for this annual photograph recently to be sent to England. Sitting: Captain D. S. Harvey, D.A.P.M., and four of the Sergeants, who are members of the original Shanghai Defence Force arriving in Shanghai in March, 1927. Two of the cups in front were presented by members of the Shanghai Municipal Police, to be competed for by the Military Police at billiards, the cups being won by Sergt Pettit and Cpl. Fleming. The two other cups were presented by the D.A.P.M. for revolver shooting, one cup being won by Cpl. Lee and the other is now being competed for.—(Ah Fong).

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THE MOTORISTS' PAGE



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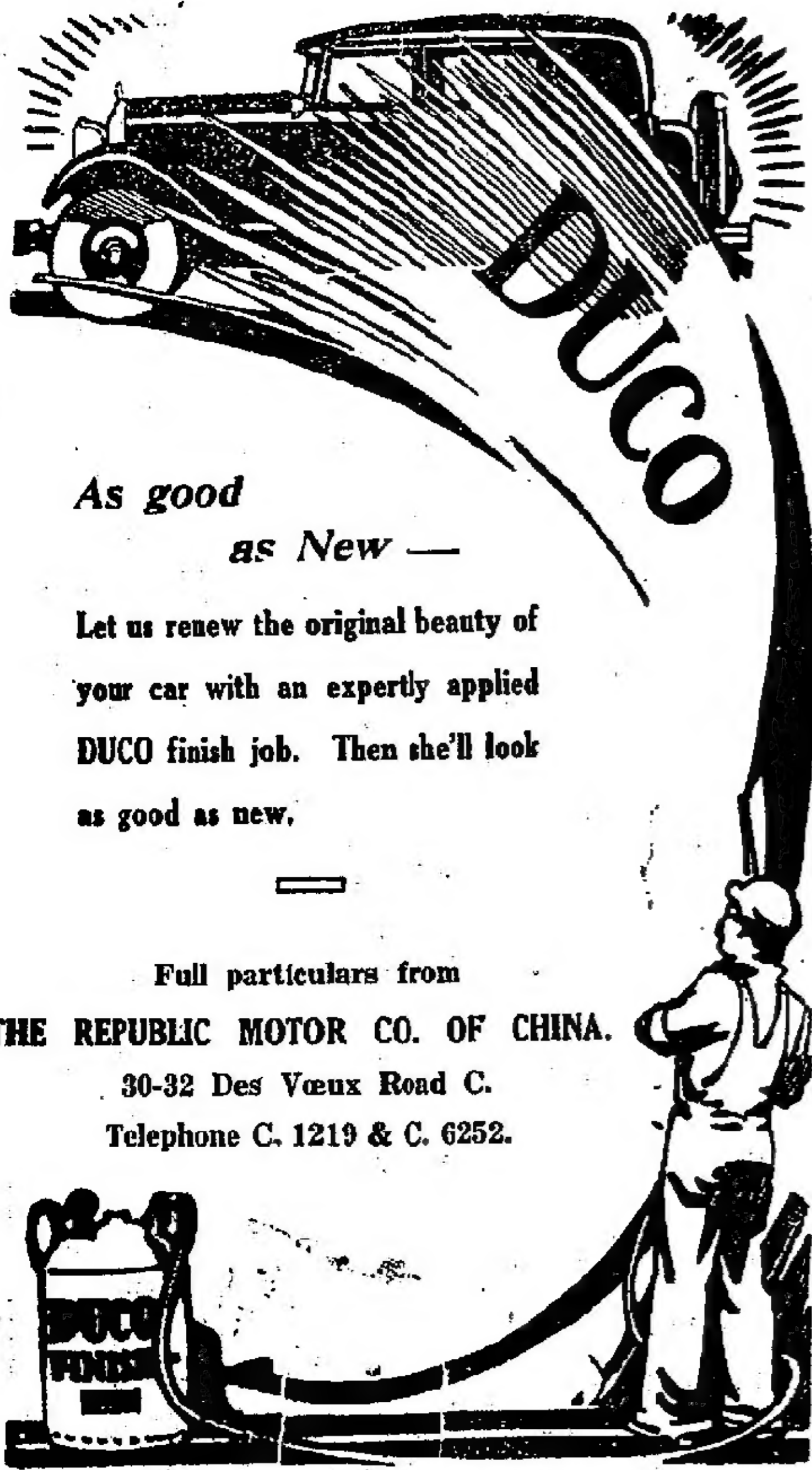
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FORD PROGRESS PLANS FOR SOUTHERN CALIFORNIA

Edsel B. Ford, President of the Ford Motor Company, announced before leaving for Europe that contracts have been let for a new Southern California assembly plant, docks and transfer warehouse. The new plant will be erected on a forty acre plot of ground opposite Terminal Island, at Long Beach harbour, which opens into the Pacific Ocean.

There will be a slip and reinforced concrete dock 500 feet in length, with a two-storey transfer warehouse alongside. Mr. Ford stated that work will start at once and will be rushed along as rapidly as possible. It is expected that the plant will be in operation early in the spring of 1930.

The plant, designed by Albert Kahn, Inc., Detroit architect, will be of the latest and most modern Ford type factory construction, with the latest conveyor and dock equipment. It will consist of two units, a single storey assembly plant, 200 feet long by 300 feet wide, with a single storey office building, and the two-storey transfer warehouse, which will be 440 feet long by 86 feet wide. The total floor space will be in excess of 350,000 square feet.

All assembly plants built by the Ford Motor Company within the last years have been of the single storey type, designed to give a maximum of light and air.

The warehouse will be so constructed on the dock that it will permit discharging cargoes from ships direct to the floors of the building. Through the use of cranes and specially designed conveyors, loading and unloading of ships will be accomplished mechanically, eliminating all hand trucking of materials.

Ford Owned Boats
Shipments of car and truck parts for assembly at the new Pacific Coast plant will be made largely by water from the Ford Motor Company plants at Kearny, N.J., and Chester, Pa., on the Atlantic seaboard. The cargoes will be carried in Ford-owned boats, down the Atlantic, through the Panama Canal and up to Long Beach harbour. As has been customary with Ford shipping in Ford boats for the last few years, materials will be shipped loose, thus eliminating cost of crating and boxing.

The plant is also on the line of the Union Pacific Railway, giving it excellent railroad connections.

The Ford Motor Company bought the property some time ago from the Union Pacific Railway. Since that time the property has been filled and a channel dredged to a depth of 32 feet. The plant is required to take care of the increasing demand for the new Model A Ford car in the Southern California territory. The company's present Southern California plant, located in Los Angeles, is no longer adequate to care for the heavy demand for Ford products. It will be discontinued when the new one is completed and occupied.

While the plan is to use the new plant principally in the supplying of the company's products to the Southern California territory, it is also available for some of the Asiatic business. The plant and equipment will represent an investment of over \$3,000,000. A unique feature of the site is that it is split by the boundary line between the two cities, Los Angeles and Long Beach.

CARS IN ITALY OUTPUT OF 188 PER DAY

A number of interesting facts regarding motor cars, recently published by the Italian Royal Automobile Club, have been brought to our notice by the Department of Overseas Trade. Whereas, in 1900, Italy had an output of 2,000 motor cars, her 1923 production averaged 188 per working day, which is equivalent to 70,000 cars per annum.

The value of motor vehicles produced in 1928 was 35 times that of the 1900 output, and two and a half times the value of the production during 1922. Italy occupies fourth place on the European market in the matter of production. She exports about 50 per cent. of her output, France 25 per cent. of her total, and England about 8 per cent. of her production.

In 1922, motor cars to the number of 334, were imported into Italy, and 11,374 cars were exported; the corresponding figures for 1928 were 5,741 and 28,230.

NEW WHIPPET SIX ADVANCED MECHANICAL FEATURES COMMERCIAL UNITS

Designed to meet the requirements of practically every form of business, the new Whippet Six 1-1/2 ton truck, recently introduced by the Willys-Overland Company, has met with an unusual acceptance on the part of users of this type of vehicle. The presentation of this new line completes the company's 1929 Whippet commercial car programme.

Marked interest is shown in the mechanical features of the Whippet Six Truck chassis, which includes four-speed forward transmission, "Finger-Tip Control" Invar-strut pistons, timing chain, heavy seven-bearing crankshaft and full force feed lubrication, which have been incorporated in the chassis design to meet the needs of commercial car operators who demand power, speed, lower cost per ton mile and general reliability throughout.

Before the introduction of these new units they were subjected to every known test to bring about an entirely advanced performance for the modern commercial car operator.

The very sturdy chassis has a wheelbase of 131 inches. The six cylinder engine with a development of 50 horsepower is an assurance of ample power and speed under all conditions to provide safe delivery of merchandise with utmost dispatch.

The incorporation of a four-speed forward transmission in the new line of Whippet Six Trucks gives added pulling ability, especially in the low gears where the truck carries a capacity load and provides a speedier pick-up and getaway, which is a distinct aid in city traffic.

CLEAN LINED CAR BEAUTY COMBINED WITH STRENGTH

The Fargo line of commercial cars under Chrysler Motors is being offered only after having been subjected to every test, both abstract and concrete, which would aid in proving the worth of this new group of vehicles to the business world.

Fully realizing that passenger car elegance in construction and appearance in addition to durability, is demanded by the merchant, Chrysler engineers have built a vehicle which combines beauty with strength, resulting in a smart, clean-lined car capable of satisfying both theoretical and practical demands.

New stream line mouldings, arched louvre panels matched by arched windows, a harmonious roof curve, and air wing fenders, give an air of modern efficiency, speed and smartness. Pillars, roof-rails, and sills, provide a staunch and hardy skeleton for the support of other features, on the pressed-steel wide-flange frame.

The Fargo Clipper Sedan is equipped with the new "Silver Dome" high compression engine which gives greater power, speedier acceleration, and increased usefulness from the fuel consumed — and it does this with any of the ordinary grades of gasoline.

Special Advantages

Special advantages have been applied to the particular needs of each individual unit. The six cylinder engine which powers the 3/4-ton Clipper chassis develops 65 h.p. It is equipped with a seven-bearing, scientifically balanced crankshaft which is also counter-weighted, giving smoothness and longevity. Isotherm invar strut pistons, impulse neutralizer and oil purifier are among its noteworthy features. Internal expanding brake drums assure all-weather braking efficiency. This model has a seating capacity for nine. Seats are easily removed for making full use of compartment for standard load.

The Fargo Packet Panel has a six-cylinder Silver Dome engine, rubber mounted, force feed lubrication to the main and connecting rod bearings, oil pressure governor, ventilated crankcase, Chrysler manifold, and other noteworthy features. Although a packet model, built on the 3/4 ton, packet chassis, and with a capacity of 1,000 pounds, this type is as smart and ultra modern in appearance, as its clipper-sedan running mate.

MOTOR TRUCKS NEW RECORD IN 1929 EXPECTED

That the motorisation of transportation in practically every country in the world will set a new record in 1929 is indicated by statistics on overseas truck shipments recently compiled by the United States Department of Commerce. During the first four months of 1929, commercial shipments increased 93 per cent. over the corresponding months of 1928.

At the present rate of increase, overseas truck business this year should almost double that of 1928, in the opinion of H. S. Welch, President of The Studebaker Pierce-Arrow Export Corporation. "A total of 105,447 motor trucks were shipped to world markets in 1927, followed by a total of 138,782 in 1928," he said. "Shipments this year should approximate 200,000 units."

Compared with the industry as a whole, Studebaker's commercial business is in an excellent condition. During the first half of the year shipments of Studebaker trucks were more than three times greater than shipments in the corresponding six-month period in 1928.

More Imposing Gain

"A still more imposing gain is anticipated during the remaining months of 1929," Mr. Welch continued. "With a complete line of commercial units, including truck bus, ambulance and funeral car chassis, the Corporation is in a strategic position to meet the growing world-wide demand for motorisation. In addition to a chassis of 220-inch wheelbase recently announced, Studebaker will soon have a new light truck chassis ready for shipment. The new chassis, of 146-inch wheelbase, is especially designed for service in overseas countries. It has a low gear ratio 4-speed transmission, and heavy truck type rear axle and housing designed for steep grades and unimproved roads. The chassis has a capacity of 4,000 pounds for cab body and payload."

FINE CAR FIELD

PRACTICALLY UNIVERSAL IN APPEAL

Automobiles in the fine car field have reached the stage where they are practically universal in appeal, in the opinion of Mr. H. S. Welch, President of The Studebaker Pierce-Arrow Export Corporation. His opinion is based on an extensive survey recently conducted of cars in the higher priced group in world markets which revealed that Pierce-Arrow is enjoying an era of popularity overseas similar to that existing in the United States.

"Exports of Pierce-Arrow motor cars for the first six months of 1929 were more than double overseas shipments made during the same period of 1928," Mr. Welch stated. "The fact that preference for the new Pierce-Arrow models in world markets has kept pace with the growing demand in the United States indicates that motor car design to-day is practically universal."

A Pioneer

Since Pierce-Arrow, a pioneer in the fine car field, has retained distinguishing characteristics of design for more than a quarter of a century, it is quite evident that education is also playing an important part in automobile preference.

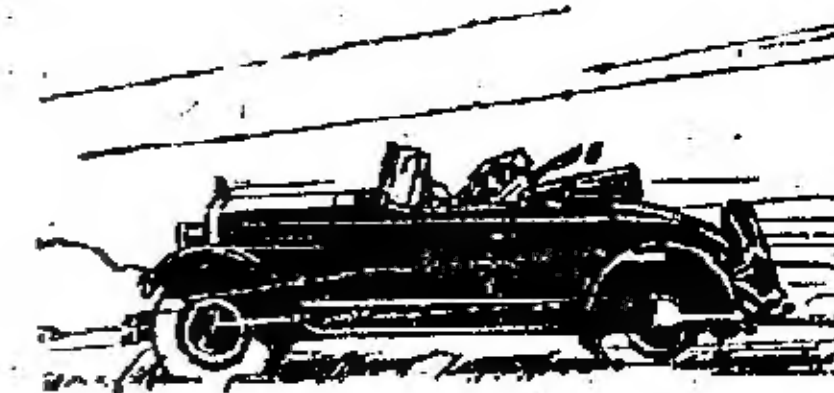
"The pronounced popularity of Pierce-Arrow overseas has been paralleled by a still greater demand in America," Mr. Welch continued. "During the first six months of 1929 more cars were shipped from the factory than during the entire twelve months of 1928. A similarly healthy condition exists in unfilled orders. On July 1 this year 1329 unfilled orders were on hand, while on the same date in 1928 the factory had a total of 189 unfilled orders."

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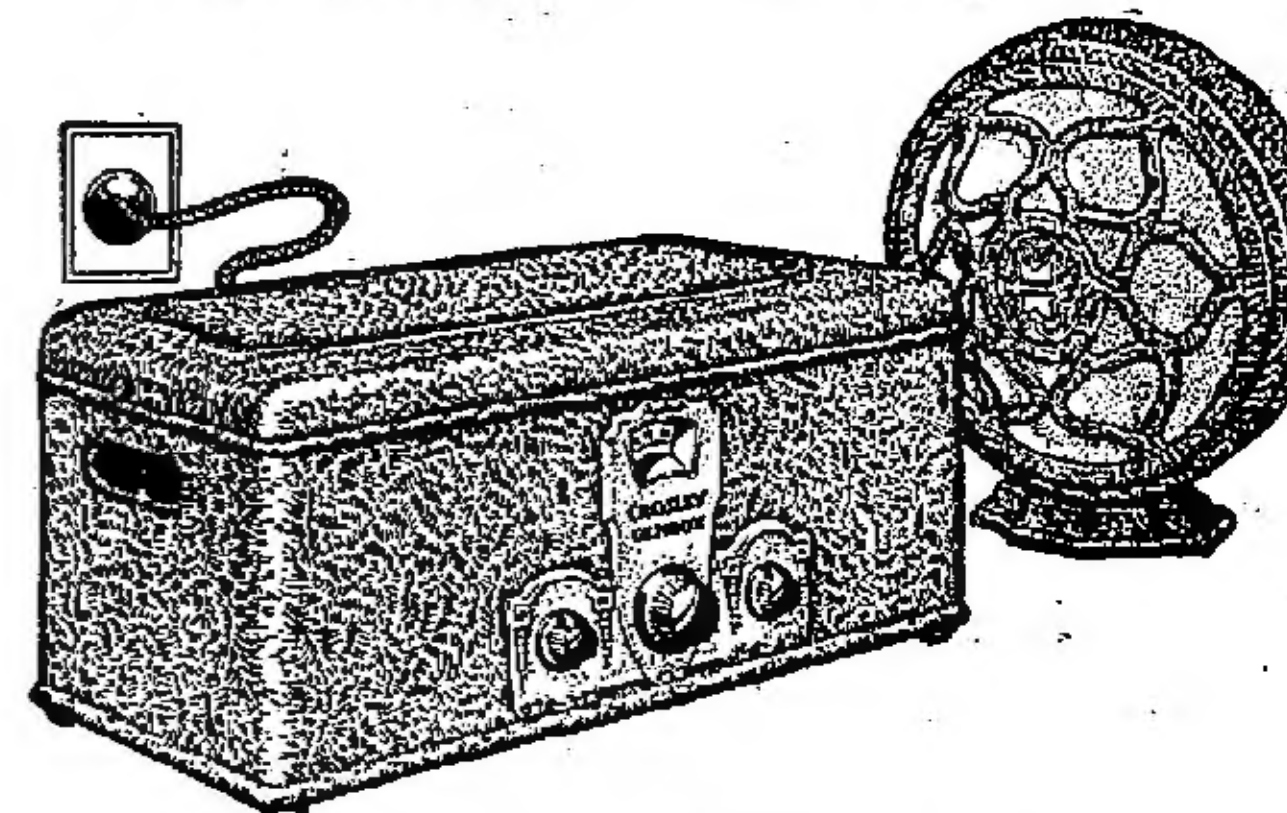
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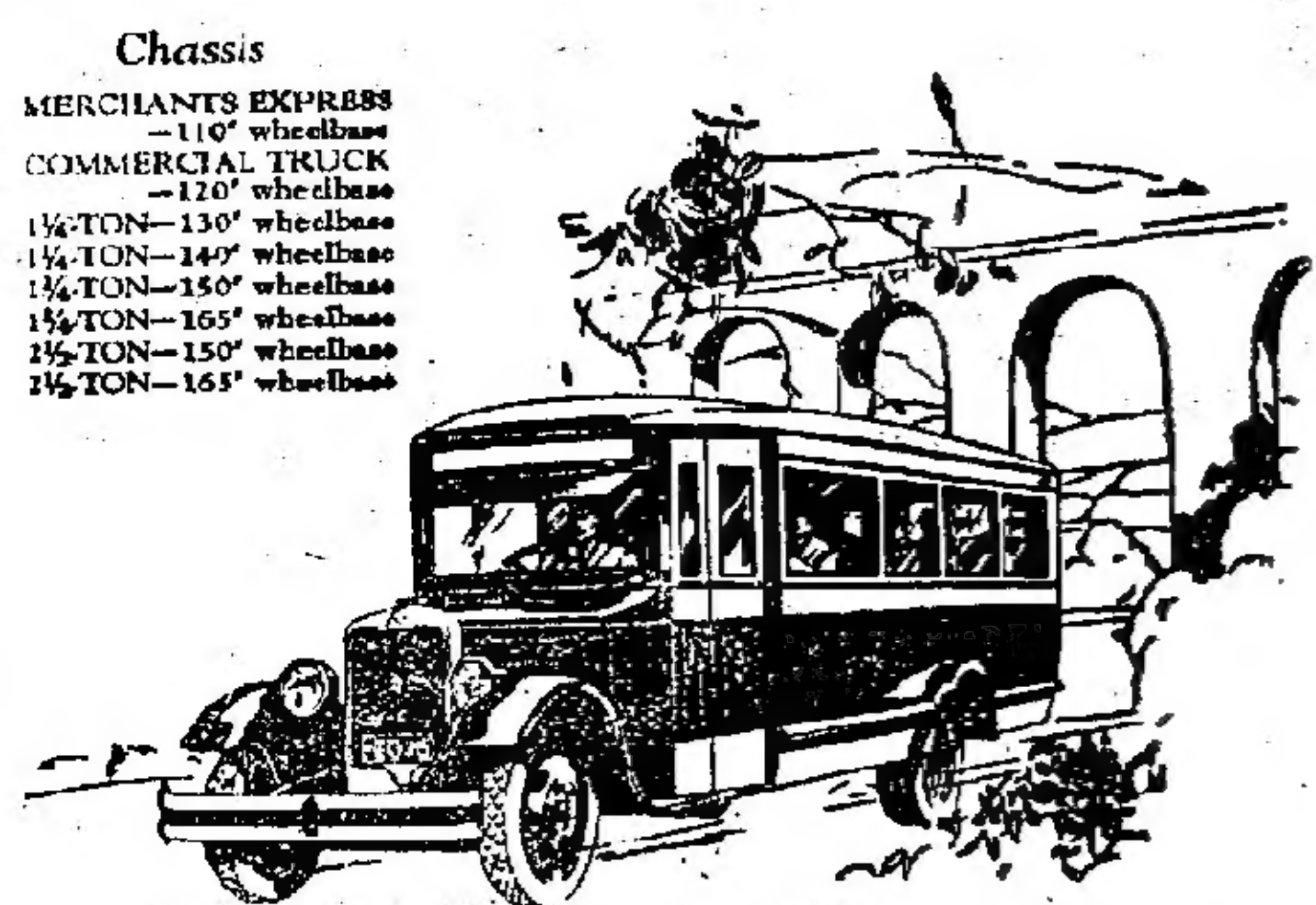
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BRITISH HIGHWAY

THE MOTORIST AND ACCIDENTS

In Great Britain, there are 40,177 miles of classified roads, which carried, in 1928, approximately 2,000,000 licensed motor vehicles. This gives a rough average of 50 vehicles per mile. Having regard to the congestion which such a volume must inevitably create in relation to the intensity of this country's growth, traffic control has become a matter of great difficulty. Many roads in the provinces are sustaining a traffic density of 30,000 tons per day.

While it is not surprising that accidents take so large a toll, it is felt at home, as in other countries, that a vast number of these are preventable by the exercise of ordinary road courtesy and care, on the part of both driver and pedestrian, and an increased sense of personal responsibility.

There remains much yet to be accomplished, in the direction of the regulation and control of motor traffic, and it is apparent that the next few years will be important in the opportunity they afford to guide and direct this social and economic element, which can so profoundly aid and advance human comfort and national prosperity.

In Great Britain the motor-car industry has become one of the most progressive and successful in the country, providing a large amount of well-paid employment, and assisting in the solution of the housing problem by making it possible for workers to live further and further away from their places of employment, whilst at the same time

giving them facilities for speedy and comfortable travel.

Highest Efficiency

The highway engineer, and those responsible for transport vehicles upon the highway, should continually address themselves to the endeavour to secure the highest standard of efficiency for both permanent way and vehicle, so that the all too frequent accidents now occurring may be reduced.

It is well, when either constructing a new road, or improving an existing one, to think in terms of 10ft. as the unit width. In purely rural districts this would mean a metalled carriage way of 20 ft., enlarged as a big centre of population is approached, to 30 ft. and subsequently 40 ft. Provision should be made wherever possible for green verges, say, 10 ft. wide, on each side of the metalled carriageway, under which all cable, pipes, and public utility services could be laid, together with sewers, surface water drains, &c., and upon which the Postmaster General could erect his poles and wires. At the extreme outside of the verge, provision should be made for pedestrians, thus, in the first case, making it unnecessary to interfere with the finished carriageway, and in the second, making it inviting for the pedestrian to walk upon the portion set apart and made available for his use, in this way ensuring his safety.—Sir Henry P. Maybury in "Engineering."

BEAN

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CAR WASHING

PRESERVATION OF GOOD APPEARANCE

Under normal weather conditions the regular, systematic, thorough washing of cars, no matter how inexpensive, has a most important bearing on the preservation of good appearance, which must always be a vital factor in pride of ownership. There are cars whose mechanical condition is perfect, while that of their coachwork is best ignored, but not many. In a majority of cases a dirty, shabby, neglected-looking car, externally, is one which will be also in not the best of trim mechanically. Unfortunately, car-washing is work of the kind which most motorists—whose leisure hours are in many cases too precious to devote to such drudgery—are inclined to shirk after the "newness" of a new car has worn off, even if they do not keep chauffeurs, and so there is an unmistakable tendency to relegate the washing of the car to a position among the things which receive only perfunctory, vicarious attention. This is bad. A car which is washed regularly and thoroughly is all the better car for that fact. Squeaks which develop themselves in a car washed only when it must be washed, for common decency's sake, would never develop if it were regularly and properly washed.

A Tip

Obviously, then, the tip is to seek some competent, efficiently-staffed local garage, equipped with modern car-washing plant, and come to an arrangement with its proprietors or managers for the regular, systematic performance of this admittedly exacting and laborious job. There is as much difference between a good wash and polish and the other kind as there is between a good meal and the other kind.

The essentials of car-washing which is satisfactory are few and simple, but very few amateurs, no matter how gifted in other matters, can wash and polish a car as well as can a man who does nothing but wash and polish cars all his working hours, and thus washing is one more of the little things to do with motoring which are best entrusted to professionals—always provided that they are controlled and supervised by people who know how a car should be washed and polished, should be turned out to look its best and smartest.

When, as is so frequently the case, a car has been standing, or even travelling, in strong sunshine all day, it should be allowed to cool-off before it is washed. The cellulose lacquers now used almost exclusively upon metal panelled body work do not perhaps react to heat to the same degree as do the old-style coach painter's "finishes," but they suffer by being doused with cold water, while they and the paneling beneath them are still hot from the sun's rays.

Cooling Down

Fabric-covered coachwork simply must be allowed to cool down before it is hosed, because the expansion under heat of the leather-finish on the textile material, and the simultaneous shrinkage of the canvas itself, produce cracking, or at least blistering, which can never be rectified satisfactorily.

For those who are unable to take advantage of the service of professional cleaners, we append a few hints which may make all the difference between cleaning and spoiling a car.

If possible use a hose to flush the car instead of a pail of water and sponge. Play the stream of water, though not too strong, on dusty or muddy parts until the dirt softens up and washes off.

After flushing with the hose and removing dirt spots from radiator, hoods, guards, and body, take a pailful of water and go over the chassis and wheels, removing all grease and dirt in this manner. Use soap if necessary. After washing the chassis and wheels with soap and water, immediately flush with cold water. Do not let the soap dry, causing streaks and spots.

The Radiators

Take another pailful of clean, cold water and with chamois polish the radiators, hood, guards and body. Don't use this chamois for polishing the chassis. After the foregoing, take another piece of chamois and polish the chassis, only. Remember to change the water in the pail frequently, using clean water at all times. Rinse and wring the chamois often so that no grit or dirt can scratch the polished surfaces.

After washing the engine take care to dry electric connections thoroughly as wet connections are apt to cause a short circuit and then trouble.

To prevent nickled surfaces from tarnishing rub frequently with an "oil cloth." This preserves the brightness. Be careful, if you wish to retain the lustre of your car not to use a polish which contains turpentine, kerosene, vinegar, muriatic acid, or other free acids or ingredients harmful to a fine finish.

The leather upholstery of the car should be washed occasionally with soap and water, using a sponge to

"SAFETY FIRST"

SPECIAL BRAKE-TESTING PLANT

It is probable that no device yet known contributes towards the safety of motoring as much as one which has recently been installed at the factory of the Hillman Motor Car Co., Ltd., of Coventry. This consists of a brake-testing plant which is now in operation at the end of the finishing line.

"Every motorist," says "Modern Motoring," the official organ of Rootes, Ltd., the world exporters of Hillman cars, "appreciates the danger of ill-adjusted brakes, but accurate adjustment is not easy to accomplish by hand. In fact, it is told of this new brake test that when a car, the brake of which had been carefully adjusted by hand, was placed on it, it recorded a difference of 100 lb. pressure on the two rear wheels. This, of course, would be more than enough to cause a skid with certain road conditions."

All such possibilities are prevented by the new test at the Hillman works, which is, incidentally, the first of its kind to be employed by a British motor-car manufacturer. At the end of the finishing line, the car is placed on the braking plant, with each wheel in contact with a pair of rollers. These rollers are revolved under electric power, and the car wheels, of course, turn with them.

Each of the four devices has a dial, which records brake pressure in pounds. First there is a test for "drag"; then the hand-brake is applied, and the brakes are adjusted so that there is exactly 300 lb. pressure on each of the rear wheels. The foot-brake pedal is operated by a graduated rod and, in the same way, adjustments are made so that each front brake records 400 lb. and each rear brake 300 lb.

The whole test occupies some 17 minutes and at its conclusion the brakes have been thoroughly bedded down and adjusted to scientific requirements. The superiority of this to the hit-or-miss methods of hand adjustment is obvious. The Hillman Company is to be congratulated on being the first British concern to install this somewhat expensive apparatus, and to pass on its benefit to Hillman owners in the form of even increased safety.

SAFETY MEASURES

ROAD PASSENGER VEHICLES

It is perhaps more by good fortune than anything else that the very rapid development in road passenger transport has not been accompanied by a greater number of serious accidents. Such as have occurred, however, have served to draw attention to the necessity for the provision of really adequate brakes on the vehicles employed, and to the further necessity, for door-handling apparatus which will operate effectively in all circumstances.

While there are many highly efficient braking systems on the market, it need not be assumed that further progress in this direction is impossible, but it is mainly in the means employed for opening and closing the doors that road transport vehicles compare unfavourably with that say, adopted on the underground railways. The latter have had the advantage of gradual development over a comparatively long period, in which defective design has been eliminated by trial and error, and it is distinctly to the advantage of passengers travelling in them that the firms engaged in development should apply the experience gained on the one class of vehicle to the requirements of the other.

The firm of Messrs G. D. Peters and Company, Limited, of Caxton House, Westminster, S.W.1, will be familiar to many of our readers as the manufacturers of safety appliances for railways, and we recently had an opportunity of inspecting a road vehicle to which this firm had fitted the braking and door-control systems, in addition to other minor details. During a trial run, it was demonstrated that the brakes, although very powerful, were exceptionally smooth in their action, while the door mechanism operated perfectly on all occasions.

It was not of course possible to demonstrate the behaviour of this mechanism after an accident to the vehicle, but from a study of the design, it would appear that every precaution has been taken to ensure that the passengers should not be trapped in such circumstances.—Engineering.

rinse off the soap, and then finish drying with a moist piece of chamois. Petrol should never be used on leather cushions as it will cause them to crack and peel. A mixture of glycerine and sweet oil in equal parts is ideal for keeping the leather supple.

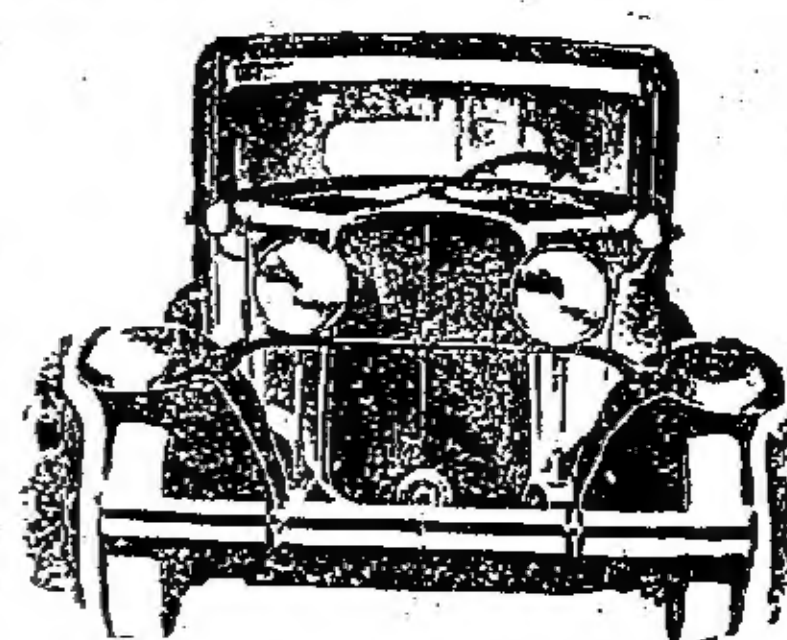


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20,000 CHEVROLETS

JAPANESE AND MALAY WORKMEN

On August 21, the N.V. General Motors, Java, completed the assembly of the 20,000th Chevrolet and as this car ran off the assembly line, the performance of the company was loudly cheered by the workers and office staff gathered to watch this interesting event.

Mr. Harrington, the Managing Director of N.V. General Motors, in the course of an address said: An outstanding feature of the progress to which I particularly wish to call your attention is the fact that we are to-day building cars which are equal in quality of finish and detail to those produced in any American factory.

It is significant that we have found the Japanese and Malay workmen to be readily adaptable to training. In the duce body, the polishing, clothcutting, body stripping and sewing machine work, he holds his own with the labourer doing the same work in any of our other plants situated throughout the world. In every branch he is making good progress and the car is solid evidence of how well the native labourer has accepted the American system of progressive car assembly, and mastered the idea of high quality production standards.

A record holiday traffic was reported. All roads to London were thronged with motor-cars returning from seaside and country.

ROOF LIGHTING

Messrs. Dodwell & Co., Ltd., sole Agents in Hong Kong and South China for Henry Hope & Sons, Ltd., Birmingham, have been advised that their principals have secured the entire contract for the roof lights of Ford's new motor factory at Dagenham, Essex. This valuable order, amounting to more than £80,000 includes Hope's patent glazing, continuous opening lights, the gearing for which will be operated electrically.

A short time ago Hope supplied the whole of the metal windows, skylights and door furniture for the Imperial Chemical House, Millbank, London, an immense seven storied building forming the headquarters of The Imperial Chemical Industries, Ltd.

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The China Mail

ESTABLISHED
1845

HONG KONG, THURSDAY, SEPTEMBER 12, 1929.

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LONDON SERVICE.

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"HECTOR" 2nd Oct. Marseilles, London, & Hamburg.
Calls at Casablanca.

LIVERPOOL SERVICE.

"PROTEUS" 15th Sept. Genoa, Liverpool & Glasgow.
"OCEAN" 20th Oct. Genoa, Liverpool & Glasgow.

NEW YORK SERVICE.

(with transshipment at Singapore).
Leave Hong Kong. Leave Singapore. Arrive New York.
"HECTOR" 2nd Oct. "PYRRHUS" 14th Oct. 21st Nov.
"AENEAS" 20th Oct. "DANIEL" 11th Nov. 19th Dec.
Hong Kong to New York 61 days.

PACIFIC SERVICE.

via KORE & YOKOHAMA.
"TEUCER" 12th Sept. Victoria, Vancouver & Seattle.
"TALITHYRUS" 6th Oct. Victoria, Vancouver & Seattle.

INWARD SERVICE.

"CALCULAS" Due 13th Sept. For Shanghai, Kobe & Yokohama.
"AENEAS" Due 20th Sept. For Shanghai, Kobe & Yokohama.

PASSENGER SERVICE.

"HECTOR" 2nd Oct. Singapore, Marseilles & London.
"AENEAS" 20th Oct. Singapore, Marseilles & London.
Sails at daylight.
Also cargo steamers with limited passenger accommodation at specially reduced fares.
For freight, passage rates and information apply to—
Butterfield & Swire,
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POST OFFICE NOTICE.

RADIO NOTICE.

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. & O. Building in Des Voeux Road, next to the General Post Office.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

INWARD MAILS.

| From | Per |
|---------------------------------------------------------|----------------------------------------------|
| U.S.A. (Seattle, 24th Aug.), Canada, Japan and Shanghai | FRIDAY, SEPTEMBER 13. President McKinley |
| Japan and Shanghai | SATURDAY, SEPTEMBER 14. Morea |
| Shanghai and Swatow | SUNDAY, SEPTEMBER 15. Sinkiang |
| Japan | MONDAY, SEPTEMBER 16. Garbela |
| Straits | TUESDAY, SEPTEMBER 17. Katori Maru |
| Manila | WEDNESDAY, SEPTEMBER 18. President Taft |
| Canada (Victoria, B.C., 29th Aug.), U.S.A. and Shanghai | THURSDAY, SEPTEMBER 19. Empress of France |
| Straits | FRIDAY, SEPTEMBER 20. Mirzapore |

OUTWARD MAILS.

| For | Per |
|----------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Japan and Canada | THURSDAY, SEPTEMBER 12. Teucer (Due Victoria, B.C., 8th Oct.) Hydrangea 2.30 p.m. Prosper 3.30 p.m. Benkalis 4.30 p.m. Tai Yin 4.30 p.m. Hawtrot 5 p.m. |
| Shanghai | FRIDAY, SEPTEMBER 13. Mantua 8.30 a.m. Linhua 8.30 a.m. Kunssang Panels Sept. 13, noon. Letters 1 p.m. Hwang 1 p.m. Chung Kong 5 p.m. |
| Swatow, Amoy and Foochow | SATURDAY, SEPTEMBER 14. Registration Sept. 14, 9 a.m. Letters 10 a.m. |
| Tourane, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles | SUNDAY, SEPTEMBER 15. President McKinley 4.30 p.m. Binlang 5 p.m. Anlung 5 p.m. |
| Manila | MONDAY, SEPTEMBER 16. Proteus 5 p.m. |
| Swatow, Amoy and Formosa | TUESDAY, SEPTEMBER 17. Canton Maru 9 a.m. Kalan 9 a.m. |
| Bangkok via Swatow | WEDNESDAY, SEPTEMBER 18. Katori Maru 10.30 a.m. Mansang 1.30 p.m. Garbela |
| Shanghai and Japan | THURSDAY, SEPTEMBER 19. Panels Sept. 16, 2 p.m. Letters 3 p.m. |

*Superscribed correspondence only.

LEAGUE'S WIRELESS STATION

TIMES OF CRISIS

PLAN TO KEEP IN TOUCH WITH MEMBERS

THE SWISS STATION

Geneva, Yesterday.
The question of the league of Nations' own wireless station in times of crisis was re-opened on a motion of Viscount Cecil, who proposed that steps should be taken at the earliest moment to provide such a station capable of communicating with league members throughout the world although in peacetime its use might be determined by financial considerations.

M. Motta (Switzerland) counter proposed the existing Swiss station, which give the League full facilities in times of crisis.

The Committee finally approved Viscount Cecil's motion in principle and referred it to the joint sub-committee, which includes representatives of the financial committee.—Reuter.

BERLIN "REDS"

PLOT TO UNDERMINE THE REPUBLIC

BOMB OUTRAGES

Berlin, Yesterday.
A dangerous terrorist conspiracy against the Republic has been unearthed, organised by Nationalist fanatics and members of the notorious "Consul" organisation founded by the ex-naval Captain Ehrhardt.

Twenty men who were implicated in the recent bomb outrages all over Germany have been arrested. Their leader, named Nickels, is an ex-policeman of Stuttgart.

The police followed to Hamburg a motor-car, containing Nickels, from the Luneburg district, where the last bomb outrage was committed. They discovered in a house in Hamburg a package containing a bomb, and arrested the tenant. They again followed Nickels' motor-car to Krambe, where they arrested Nickels in his house and seized documents compromising many others.

The arrests in Berlin include Hans Tschow, who served four years' imprisonment for complicity in the murder of the Foreign Minister Rathenau.

Ehrhardt's office in Berlin was also raided. The conspiracy was apparently intended as the prelude to an uprising.—Reuter.

PALESTINE QUIET

NO FURTHER MILITARY ACTION

ARMY COMMAND

London, Yesterday.
Air Vice-Marshal Hugh Dowding has gone to Palestine by air to take over command of the British forces in Palestine.

Battleship Departs

Malta, Yesterday.
The battleship "Royal Sovereign," which was standing by for Palestine, has been ordered to participate in the Mediterranean Fleet's summer cruise.

Furthermore, the order given to army units here to stand by in readiness to proceed to Palestine, has been cancelled.—Reuter.

WATER SUPPLY

TUNG SHAN SCHEME READY IN OCTOBER

AUTHORITIES SATISFIED

Canton, Yesterday.
As mentioned last month, the machinery of the Tung Shan Water Works was tested to the satisfaction of the authorities, but owing to the delay in the arrival of the sand and pebbles required for filtering purpose, the Works could not commence operation.

Recently, the sands and pebbles having arrived and being put into the several filtering steel tanks, the engines were started, and the water after passing through the filtering tanks was found to be not only clear but also to possess a better taste than the water from the city reservoir. Yesterday, Mr. Fung Wai took a party to the Works, among whom was Mr. Pan Lee, the Municipal Hospital Chemist, who was invited to take specimens of the water, both as it came out from the filtering tanks and also from the river.

In an interview with our correspondent, Mr. Fung Wai expressed himself as thoroughly pleased with the results of the recent test as to the quality of the water. He further said that the work of driving cement piles across a stream near the Works, so as to impound sufficient water for the use of the Tung Shan residents, would be completed by October, and that the Works should supply water before the end of the month.—Canton News Agency.

LEAGUE TARIFFS

AUSTRALIA MAY NOT ADHERE TO CONVENTION

ECONOMIC PROBLEMS

Geneva, Yesterday.
In the Assembly, Major Marr (Australia), was most outspoken on the subject of the League and tariffs.

He pointed out that the League did not consist merely of associations of European states. On the contrary, twenty-seven non-European states were members, and their economic problems were very different from European problems. They therefore might be unable to adhere to an international convention if the latter was proposed as a solution of the European tariffs problem. The Australian Government hope, however, that this will not lead to an accusation that they are not enthusiastic in the cause of the League.—Reuter.

DEBRIS DANGER

INADEQUATE BOARDING FOR A BUILDING

The Chinese contractor engaged in demolishing 367, Shanghai Street, appeared at the Kowloon Magistrate's court this morning before Mr. T. S. Whyte-Smith to reply to a summons issued to him for not supplying adequate boarding to keep the debris from falling to the street.

Defendant admitted the charge and was fined \$25.

Lance-Sergeant Danbrowsky stated that the debris hit the bus tops and hindered pedestrians, who had to walk on the opposite side of the road while the debris came crashing down.

TRAFFIC MENACE

"Pretty dangerous" was the remark passed by Mr. T. S. Whyte-Smith at the Kowloon Court this morning when a Chinese was charged before him with riding a bicycle in the iron approach to the Star Ferry.

Lance-Sergeant France stated that the defendant had ridden along Salisbury-road approaching the Public Pier, at the bus terminus.

He should have gone to the Railway Station side. He added that there was hardly any room for a person to walk in between the bus and the motor stand shed.

His Worship concurred and fined the defendant \$2.

TO VISIT U.S.

PREMIER AND DAUGHTER TO SAIL THIS MONTH

New York, Yesterday.
According to the "New York World" Mr. Ramsay MacDonald accompanied by his daughter Isabel will sail on the "Berengaria" on the 28th inst. for the United States.—Reuter's American Service.

SCHNEIDER TROPHY & TAXPAYER

MONEY FACTOR

WAGHORN AWARDED AIR FORCE CROSS

ITALIANS "TRUE SPORTSMEN"

London, Yesterday.
The British and Italian Schneider Trophy teams were the guests of the British Government at a luncheon to-day.

Lord Thomson, presiding, announced that Flying Officer Waghorn had been awarded the Air Force Cross.

Lord Thomson continued that the money factor of the contest, which the taxpayer had to provide, gave them furiously to think.

General Balbo, replying, hoped that Great Britain and Italy would not be the only entrants for the next contest.

Colonel Bernasconi said that the Italians, as true sportsmen, would try to beat Commander Oriear's speed record as soon as possible.—Reuter.

FAKED LABELS

RAID ON AN OPIUM DEN

JAIL WITHOUT OPTION

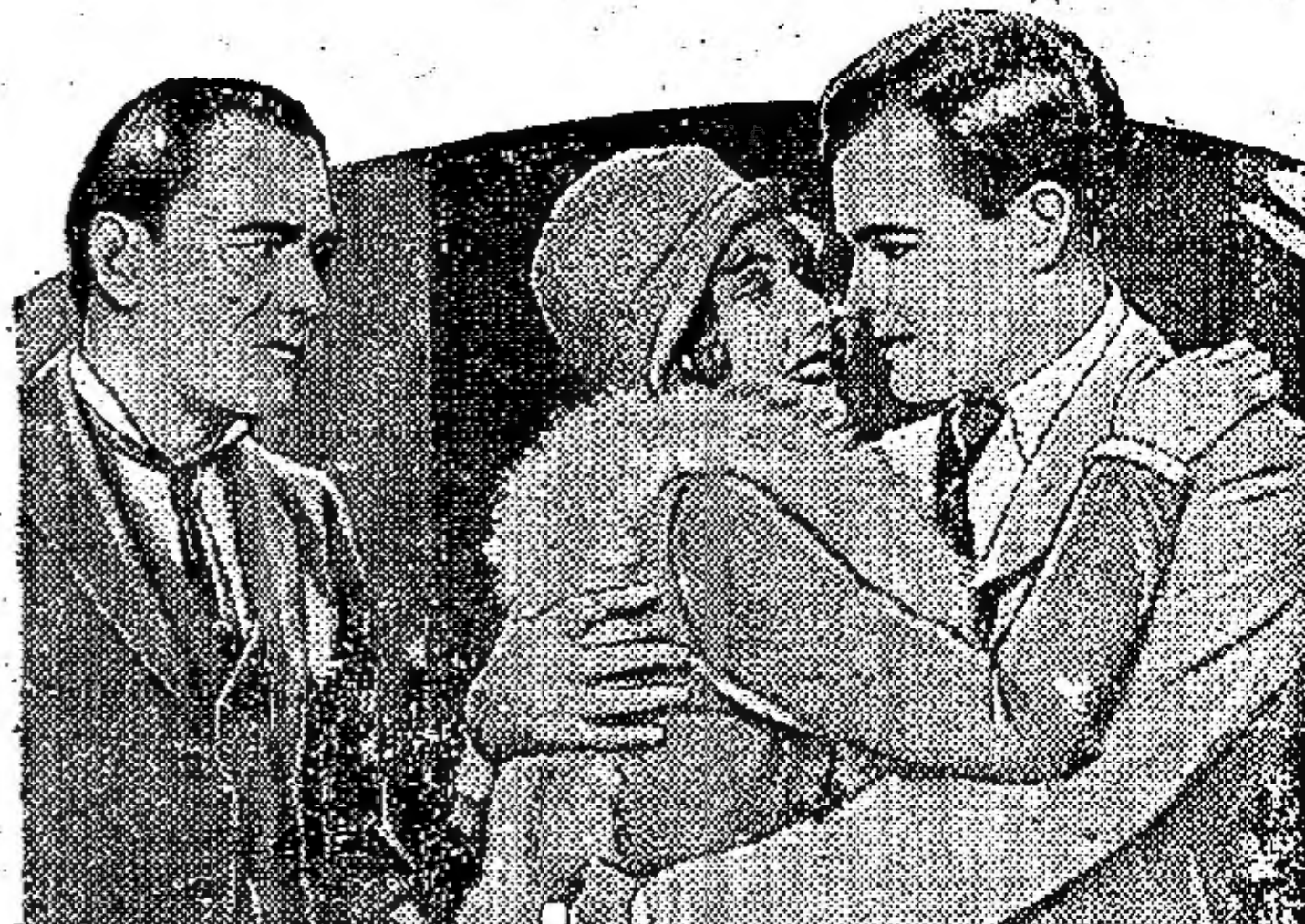
Revenue Officer T. Tallon and a party of Police carried out a raid on information, at 24, Temple-street last night, and discovered in a chest of drawers 47 labels, in a chest of drawers, 47 labels, fraudulently purporting to be Government prepared opium labels. They also found five men, lying down, and smoking opium, and a few empty jars were also brought to light.

This morning before Mr. T. S. Whyte-Smith at the Kowloon Magistrate's court, a ruffian worker, an employee of the place and who lived in the cockpit, was charged.

Defendant, in admitting that he served opium to the five men, said that he had taken charge of the shop while the master was away. As for the labels, he denied any knowledge of them.

Previous convictions disclosed that the accused had served four weeks in 1927 for keeping a divan. The defendant was sentenced to three months' jail with hard labour, and the labels were ordered to be destroyed.

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WORLD TO-DAY TO SATURDAY
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AT 2.30 & 7.15.
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